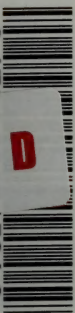
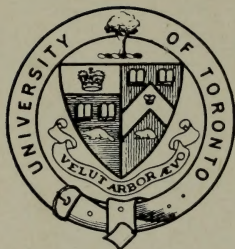


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THE GREAT STATES OF
SOUTH AMERICA

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ACONCAGUA, CHILE
THE LOFTIEST MOUNTAIN IN SOUTH AMERICA (23,393 FEET)

24031

THE GREAT STATES OF SOUTH AMERICA

A CONCISE ACCOUNT OF THEIR CONDITION

AND RESOURCES WITH THE LAWS

RELATING TO GOVERNMENT

CONCESSIONS



By CHARLES W. DOMVILLE-FIFE

AUTHOR OF "SUBMARINES OF THE WORLD'S NAVIES,"

"THE UNITED STATES OF BRAZIL," ETC.

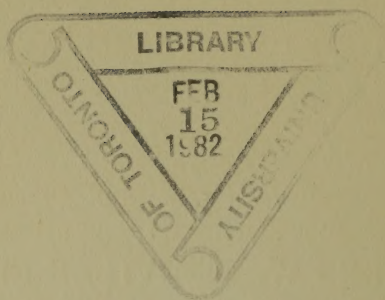
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PREFACE

THE following attempt to give a concise survey—geographical, topographical, political, and commercial—of nearly half a continent with an area of about seven million square miles and a population of sixty millions, within the limits of a single volume of moderate bulk, has necessitated the exclusion of almost everything but bare facts, and the sacrifice of literary style to brevity of phrase and statistical information. Tabular statistics have, however, been generally avoided as being of little use in a book which is primarily intended for those who are seeking more general information as to the condition and natural features of the States of South America.

After the description of each State an epitomized account of the laws, regulations, and conditions relating to the granting of Government Concessions has been introduced to meet the requirements of those who have, or propose to have, an interest financially or commercially in the various countries, and to supply such information as has been suggested by inquiries made

at the several Legations and Consulates General in Great Britain.

Although South America, undoubtedly, offers a very wide and profitable field for the investment of capital, the introduction of British and foreign manufactures, and the employment of financial and commercial organization and skill, it is not recommended to the British emigrant who possesses only a very small capital, and is desirous of settling on the land, and living by his own labour. This is not because the climate or political conditions are unsuitable, but partly on account of the natural differences of race, language, and customs, and partly in view of the fact that the British emigrant would find himself in competition with Italians, Spaniards, and coloured labourers who are content to work at a much lower rate of remuneration than he would consider satisfactory. British manufacturers have a splendid field open to them in South America. The opening up of enormous areas by recently constructed railway lines, and the interconnection of so many large towns, not only greatly facilitate the transport of merchandise from the sea-coast to the large cities and towns of the interior, but also enable commercial representatives to cover the great distances which often divide the populous centres in a comparatively short space of time. They are now able to carry any amount of samples, the impossibility of doing which, previous to the

linking-up of the international network of railways, formed one of the chief obstacles to the advancement of foreign commerce. Merchants, however, should remember that all the larger states have now reached a degree of civilization and advancement which falls but little short of the European standard. For this reason the general run of goods imported should bear comparison, both in price and quality, with those sent from other European countries, and, also, from the United States. Commercial travellers should not only be gentlemen, but should also speak Spanish or Portuguese (for Brazil), and be paid at a much higher rate than the European average. For the information of merchants it may be stated that the minimum pay is about £9 per week with an allowance of £1 per day, exclusive of railway charges. Printed matter must be in Spanish or Portuguese, and the metric equivalents given, besides the English measurements.

The number of good newspapers and journals of all kinds, many of which now have a very considerable circulation, offer facilities for profitable advertising on an extensive scale.

It will be noticed that several small States which, although progressive and steadily rising nations, have not yet attained the same degree of political or commercial importance as their more fortunate neighbours, are not included in this book, whereas the Republic of Guatemala, which

is situated in Central America, and therefore, to a certain extent, outside the sphere of this work, has received considerable attention. The reason for the omission of certain comparatively small States is obvious. About these countries I hope to write more fully on some future occasion.

The fact that the Republic of Guatemala is the most important State of Central America, and the probable federation of the States of the Isthmus, have made the inclusion of a description of this country and its resources, together with an account of the first steps taken towards the union of all the adjoining Republics, seem not only advisable but necessary in order to give a clear account of the conditions and trend of events in Central America, which is slowly following the same line of progress as South America, and is but another indication of the general prosperity of the great States of this continent.

It should be remembered that England, France, and Holland also possess extensive and valuable colonies in South America. British Guiana needs but the capitalist, the planter, and the miner, to make her not only a prosperous agricultural colony, but also one of the world's greatest producers of precious metal and stones.

It would be impossible in a work of this character to acknowledge every source from which information has been obtained, but my special thanks are due to the Directors of the Buenos

Aires and Pacific Railway Co., Limited; the Directors of the Paraguayan Central Railway; the Peruvian Corporation; also to Mr. Fitchew, Mr. Stanford, and others, for kindly allowing me to use some of the interesting photographs in their possession.

Much of the subject-matter contained in this work has been compiled from official particulars furnished by the governments of the countries treated, and the information contained has been subjected to the revision of the following Diplomatic and Consular representatives in Great Britain: Dr. Sergio Garcia Uriburu, Consul General of the Republic of Argentina in Great Britain; Senhor H. De Vasconcellos, Agent of the Federal Government of Brazil; Col. Don Pedro Suarez, Knight of the Order of Carlos III, Military Attaché of the Bolivian Legation and Consul General in Great Britain; Señor Don Vicente Echeverria, Consul of the Republic of Chile in London; Dr. Carlos D. Oliviera Nery, Consul General of the Republic of Uruguay; Señor Don D. Bowman, Secretary of the Consulate General of Guatemala; Alfred James, Esq., Consul General of the Republic of Paraguay in London, to all of whom I express my cordial thanks for the assistance which they have given me.

CHARLES W. DOMVILLE-FIFE.

LONDON

May 1910

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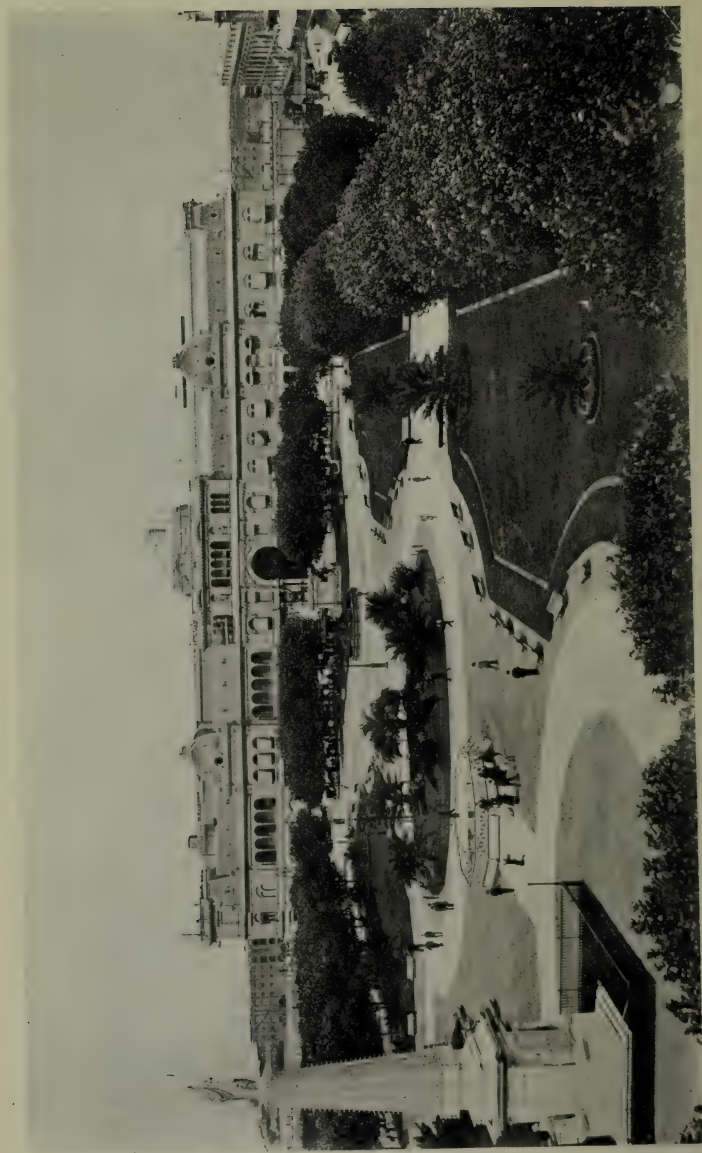
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THE REPUBLIC OF ARGENTINA



GOVERNMENT HOUSE: PLAZA DE MAYO, BUENOS AIRES.

THE REPUBLIC OF ARGENTINA

GENERAL DESCRIPTION

THE Republic of Argentina is situated in the southern extremity of the American continent, and in shape is an elongated triangle the vertex of which is at the meeting point of the two great oceans.

The frontier of Argentina on the north lies contiguous with the three Republics: Brazil, Bolivia, and Paraguay. On the north-east is Uruguay, and on the west the Chilian Republic. The eastern coast-line from the Rio de la Plata to the southern extremity of Tierra del Fuego, an extent of, approximately, 2,600 kilometres (1,600 miles), is washed by the Atlantic Ocean.

This huge country, comprising an area of 1,212,000 square miles, is divided into fourteen Provinces and ten Territories, and has a population of over six millions.

Argentina was first discovered in 1517, and some twenty years later was annexed to the Crown of Spain; since then its fortunes have been chequered in the extreme; first a Colony, then a Confederation of States, and now for many years a Republic, thoroughly settled in its administration, and as a nation, happy and prosperous.

The largest portion of Argentina is composed of immense plains practically destitute of trees, but covered by excellent pastures. In the north, however, there are many well-wooded districts, among which may be mentioned the territory of the Chaco, which forms the frontier with Paraguay, the eastern portion of Jujuy, Salta, Tucumán, and the province of Santiago del Estero. This forest zone has a very warm climate and differs greatly, both climatically and topographically, from Central Argentina, which is principally composed of the pampas, or vast plains, upon which gigantic herds of cattle and horses are reared. This great pastoral and agricultural region includes the provinces of Santa Fé, Mendoza, San Luis, Buenos Aires, and the territory of the Pampa.

Patagonia, which is the extreme southern portion of Argentina, is formed by the territories of the Rio Negro, Chubut, and Santa Cruz. The climate of this region is cool during the short summer, and very cold during the long winter. Strong winds from the Antarctic sweep across the flat marshy pampas, and through the rock-strewn gulleys of the low Cordillera of the Andes, and frost and snow cover the ground for many months in the year.

The most mountainous portion of the State is the north-west, where several parallel ridges of Sierras, divided by fertile valleys, traverse the country in a longitudinal direction. Among these mountains the climate is very salubrious, and the region is noted for its great mineral wealth. The

Sierras of Córdoba, and the Famatina range in the province of Rioja, are among the most healthy spots in South America.

The hydrographical system of the Republic is very extensive, the whole country being crossed by numerous rivers, which in many cases have their source among the heights of the Andes or its spurs.

The basin of the Rio de la Plata, which is the widest in the world, forms a considerable portion of the north-eastern frontier, and constitutes a magnificent fluvial highway to Buenos Aires, the capital of the Republic. The great tributaries of this important waterway are the rivers Uruguay and Paraná, which have a length of 960 and 2,800 miles respectively.

Over forty rivers of minor importance traverse the State besides the many lakes around Buenos Aires and the canals of Argentine Patagonia.

There are also numerous salt lakes and deposits, of which some particulars may here be given in the words of the Department of Agriculture :

“To conclude this hydrographical sketch of the Republic we may call attention to the existence of a certain number of depressions, occupied by salt lakes and deposits of salt, that constitute so many additional basins into which there flow streams of brackish water, which, on evaporation, deposit the salt they held in solution, forming real natural salt pans, some of them being worked to supply the requirements of the inhabitants of the interior. Amongst these, we may mention the Salina Grande (Great Salt Pan) on the borders of

the provinces of Santiago del Estero and Córdoba, the salt pans of Catamarca, Rioja, and San Juan, the Salinas Grandes situated between Salta and Jujuy, which supply the north of the Republic with salt, and, above all, the salt deposits of Antofalla, Hombre Muerto, Cuarcharí, Aríزارo, Rincón, etc., in the high tablelands of Atacama and Jujuy, which are doubly interesting on account of the deposits of borax which they contain."

With the exception of a narrow fringe of land in the extreme north, the whole of Argentina lies within the Temperate Zone, but the climate varies greatly owing to the hypsometric variations of the surface of the country, which gradually rises from the low flat pampas to the snow-capped summits of the Andes. In the north, the temperature during the summer months is fairly high, but the climate is by no means tropical. Except in the elevated region of Misiones frosts seldom occur. The central region is temperate, but the variations between night and day are often marked. In the City of Buenos Aires it very rarely freezes, but the surrounding country is subject to frost from June to September. In the south, or Argentine Patagonia, the atmosphere is very cold and the prevailing antarctic winds give this desolate region a rigorous climate, and in many parts snow falls in nearly every month in the year.

The Republic of Argentina is composed of fourteen provinces, ten territories, and the Federal district of Buenos Aires. The names of these, together with that of their capitals, and the ap-



AVENIDA DE MAYO, BUENOS AIRES.



PALERMO PARK, BUENOS AIRES.

proximate number of other towns of over five thousand inhabitants can be seen below.

PROVINCE.	CAPITAL.	Number of towns, not including the capital, of 5,000 inhabitants or over.
Buenos Aires	La Plata	28
Entre Rios	Paraná	11
Santa Fé	Santa Fé	10
Corrientes	Corrientes	9
Córdoba	Córdoba	7
San Luis	San Luis	2
Mendoza	Mendoza	1
San Juan	San Juan	1
La Rioja	La Rioja	1
Santiago del Estero .	Santiago del Estero .	1
Tucumán	Tucumán	1
Salta	Salta	1
Jujuy	Jujuy	1
Catamarca	Catamarca	—

TERRITORIES.

Misiones	Posadas
Chaco	Resistencia
Formosa	Formosa
Neuquén	Chos-Malal
Pampa	Gral. Acha
Rio Negro	Viedma
Chubut	Rawson
Santa Cruz	Puerto Gallegos
Tierra del Fuego . .	Ushuaia
Los Andes	S. Ant. de los Cobres

A detailed description of the enormous and widely differing tract of country known as the Republic of Argentina, would occupy many volumes the size of this one; but a brief sketch of the most important cities, provinces, and territories is necessary to enable a clear understanding

of the present and future of this great nation in the making.

The capital of Argentina is BUENOS AIRES, which is situated on the southern shore of the Rio de la Plata. This city is the largest in South America, and has a population of more than a million. It is indeed one of the finest cities in the world, being laid out on the American principle, but possessing many fine boulevards which resemble those of Paris.

The main artery of the Federal capital is the new Avenida de Mayo, which is certainly a magnificent thoroughfare, being lined on both sides by trees, shops, and massive five- and six-storey buildings; at night it is illuminated by arc lamps, and the best society of the capital promenades or drives up and down this broad avenue, which is the "Regent Street" of Buenos Aires.

One of the most important commercial centres is the Callé Florida, which, before the construction of the Avenida de Mayo, was the chief business artery of the city. Here may be seen the busy throng of city men and the wealthy "estancieros" from the interior.

In the north of Buenos Aires are situated the docks and maritime quarter, which present the familiar scene of a busy port, with miles of quays equipped with the latest devices for loading, unloading, and transporting merchandise; railways for the conveyance of goods to and from the interior; marine workshops; and dry and floating docks for repairing the many ships which frequent this, the chief port of the Republic.

So much has already been written about the beauty and magnificence of the capital of Argentina that it is both unnecessary and impossible to describe here the many fine avenues, streets, squares and public buildings which compose this thoroughly up-to-date city. It is sufficient to say that he who goes to Buenos Aires expecting to see one of the finest cities in the world, and to enjoy all the comforts, luxuries, and conveniences known to man, will in no way be disappointed. Should he find any grounds for complaint, they will be due to the costliness of luxurious living, the prevailing gaiety, or the excessive number of Italians, who compose the principal portion of the working inhabitants.

The second city of the Republic is ROSARIO, situated in the province of Santa Fé, which has a population of about 125,800, and possesses streets and buildings equal in every respect to those of the Federal capital. Electric light, tramways, telephones, theatres, clubs, and all that goes to make up a modern metropolis are found in this fine and wealthy city, which is connected by railway with all the populous centres.

The port and city of LA PLATA, which is the capital of the province of Buenos Aires, is generally considered to form an important suburb of the Federal district.

The third seaport, in order of commercial importance, is BAHIA BLANCA, which possesses extensive wharves, graving-docks, and is one of the chief naval harbours of the Republic.

The other chief seaports of the Republic are:

Santa Cruz, Gallegos, San Julian, Comodoro-Rivadavia, Camarones, Puerto-Madryn, San Blas, San Antonio, and Quequen. The fluvial ports are: Concordia, Concepción, and Gualeguaychú, on the river Uruguay, and Campana, San Pedro, San Nicolás, Paraná, Santa Fé, Corrientes, Posadas, and Resistencia, on the Paraná river.

The national *Territories*, which include by far the largest portion of the Republic, although the most sparsely populated, are situated in the extreme north, west, and south of the country, and are the principal centres for the establishment of immigration colonies and stock-ranches on a very large scale. The Federal Government holds over seventy million hectares¹ of land in these regions, which are among the finest in the world for the raising of horses, cattle, and sheep.

The territory of Misiones, which is situated in the extreme north-east of the Republic, is noted for its immense, and almost impenetrable, forests, and the large number of rivers and streams which traverse it in all directions. The country is divided into two portions by the Iman Range, which, however, is of no great elevation. The small mountain streams and springs which have their source in these hills, water the fertile valleys and plains of the lowlands. Although the largest portion of this territory is covered by dense jungles there are many broad acres of undulating grass lands upon which cattle and horses can be reared. There are several agricultural colonies, and the collection and preparation of Maté or Paraguayan

¹ A hectare is equal to about $2\frac{1}{2}$ acres.



A FOREST SCENE ON THE ARGENTINE-BRAZILIAN FRONTIER.



LUMBERING IN THE FORESTS. TERRITORY OF MISIONES.

tea from the bushes which grow wild in the yerbales, form an important industry. The climate is healthy; the maximum temperature in summer being 109° F., which is greatly tempered by the cool breezes of the evening; the thermometer, even in winter, seldom falls to freezing-point. The rivers, Upper Paraná, Uruguay, and Iguazú, afford communication with other parts of the Republic, and also with the neighbouring States of Brazil, Uruguay, and Paraguay.

The territory of the Chaco, which is situated in the north of the country, is composed of one vast plain, parts of which are covered with forests of gigantic trees, eminently suitable for purposes of construction; but the largest portion consists of prairies upon which thousands of horses and cattle could be reared.

Communication between this fertile territory and the commercial centres of the coast is maintained by the rivers Paraguay, Paraná, and Paraná-mimi. Several small streams flow through the Chaco, giving a means of transport between the various parts of the country.

The territory of Formosa forms a portion of the Argentine frontier with the Republic of Paraguay. The soil is fertile owing to the dews which moisten the ground at night, but the climate is very hot. The temperature in summer often exceeds 109° F.

The principal industry of this region is the preparation of Maté, collected in the dense forests which cover a large portion of the country and extend far over the border into Paraguay.

Formosa, being at present somewhat isolated from the centres of civilization, is but thinly populated; it is, however, rich in immense forests, and many varieties of tropical fruits and valuable medicinal plants grow luxuriantly.

The territory of the Pampas, situated in the heart of the Republic, forms part of the great plain of Argentina, which is universally famous for cattle-breeding. It is *par excellence* a pastoral region, although certain small zones suffer from the severity of the dry season which, however, does not affect this great and lucrative industry.

The area of this huge territory is approximately fourteen and a half million hectares, of which only two million now remain the property of the Government. This proves beyond question the great success of the breeding industry. Many of the large Estancias comprise several thousand hectares, and not a few measure many square leagues.

The climate is healthy and very suitable for European settlers, although in summer the temperature sometimes rises to between 100° and 104° F., and thunderstorms are frequent. The "Pampero," or storm-wind of the South American plains, often sweeps across this region, but the rainfall is comparatively small.

The territory of Neuquén, in the extreme west of the country, is traversed by the Cordillera of the Andes. The climate is fairly healthy, but the temperature varies considerably. On the western plains it is moderate, but on the heights the thermometer seldom rises above freezing-point.

This territory abounds in grand scenery, as does the whole region of Los Andes. Many and varied are the fine views afforded by the gradual ascent from the sunlit plains over the green-clad foot-hills, up to the peaks of snow.

Agriculture and sheep-farming are largely carried on in this portion of the country, and every year sees a great increase in the number of farms and of hectares brought under cultivation.

The territory of the Rio Negro forms the southern limit of the vast plains, and is eminently suitable for cattle breeding. The agricultural industry is increasing in favour, notwithstanding the frosts which occur during the winter months.

This region has the great advantage of being connected with the Federal capital by railway, and is crossed by two magnificent rivers, the Colorado and Negro, which enable the bordering lands to be easily irrigated, and also offer a cheap means for local transport. The climate is healthy, but cooler than that of the Pampa.

The territories of Chubut and Santa Cruz, in the south of the Republic, are but very thinly populated, and the only means of communication with the large commercial centres, other than by the long overland route, is by sea. The country in many parts is wild and rugged, the Andean range forming the "divide" with Chile. Extensive forests cover a large area of the country in the vicinity of the mountains, and several important rivers, such as the Chubut, Santa Cruz, Callegos, and Deseado cross these territories. In addition to the small mountain streams there are

also several large lakes. The climate is warm in summer, but often very cold in winter.

The staple industries of this southern region are sheep-farming and cattle-breeding, but the climate is decidedly more suitable for the former.

The extreme south of the Republic is formed by the territory of Tierra del Fuego, or Antarctic Argentina, which is divided from the mainland by the Straits of Magellan. This wild and broken country is swept by the breezes which come across the ocean from the ice-fields which surround the South Pole. For many months in the year the whole territory is covered by deep snow, the rivers blocked by ice, and the Cordillera of the Andes, which here terminates in a confused mass of low mountains, is almost impassable.

Sheep-farming is, at present, the principal industry of this great, lonely region, but beneath the rugged surface of the mountains, and in the rivers, gold has been found in large quantities. Hardy prospectors, suitably equipped, might here find veins and washings as rich as in Alaska—the northern extremity of the American Continent.

The Territories of the Republic are the vast regions away from the coast where land is cheap, and the virgin soil makes agriculture, or stock-breeding, remunerative industries. In the Provinces which surround Buenos Aires the soil is just as fertile, but the land is nearly all occupied, and consequently a much higher price must be paid for it. Large concessions of land cannot be obtained from the Government except in the territories or distant provinces.



A LOADED WHEAT WAGON CARRYING 40 TONS.



A NORTHERN RANCHO.

Immigration.—Argentina has, for many years, been favoured with an enormous influx of immigrants of all nationalities. The annual number of arrivals, under this heading, averages over a quarter of a million, half of whom are Italians, and the remainder mostly of Spanish, French, German, or English extraction.¹

The Immigration Service of the Republic is well organized, and the newcomers are given free board and lodgings in the “Immigrants’ hotel”; employment is procured for them and all travelling expenses to their ultimate destination is paid by the State.

INDUSTRIES

Cattle-breeding.—Stock raising is one of the best paying industries in Argentina, owing to the low value of land and the cheap system of extensive breeding on natural pastures. The climate of the country admits of animals being born, reared, and fattened in the open, thus doing away with the necessity for the erection of enormous and costly shelters.

The territories and provinces most suitable for breeding purposes are as follows: Buenos Aires, Entre Rios, San Luis, Santa Fé, Córdoba, Pampa, and Neuquén, which are especially adapted for raising horses, cattle, and sheep, and can maintain from three to twelve sheep and two cows per hectare. The northern provinces of Corrientes,

¹ The language and customs of South American countries make them more suitable for emigrants from the south of Europe than from Great Britain.

Formosa, and the Chaco are admirably suited for cattle-breeding, while the southern portion of the country, in the territories of Rio Negro, Chubut, and Santa Cruz, is principally suitable for sheep-farming on a very large scale.

The working of an Argentine cattle-breeding estate is specially described here in the words of the Ministry of Agriculture of the Federal Government.

“All ‘estancias’ are organized and worked, more or less, on the same lines; the property is enclosed and divided by wire fences into paddocks, varying in area from 200 to 6,000 acres and having one, two or more wells, and troughs, for watering stock, when the property is not crossed by streams. A certain number of these enclosures are used exclusively for breeding stock, whilst those yielding the best pasture are reserved for fattening and the remainder for tillage or for dairy cattle. The head station or ‘estancia’ house is generally located, more or less, in the centre of the property, and is usually surrounded by an orchard, vegetable garden, flower garden, and by plantations of timber and ornamental trees. It comprises: the owner’s and manager’s houses; labourer’s or ‘peon’s’ quarters; the barns for storing machinery, implements, hides, wool, grain, etc.; the shearing shed; the stables or barns for pure bred breeding stock; the sheep dip; coach and harness houses, the poultry house, etc., etc. Cattle are kept in separate paddocks, according to sex and age, and are worked and looked after from the central station; pure bred stud herds and flocks



A TYPICAL RANCHO IN THE PAMPAS
A HUMBLE DWELLING OF THIS KIND IS USUALLY INHABITED BY A SPANISH OR ITALIAN IMMIGRANT.

are reared in paddocks adjoining the central station; sheep are kept in flocks of from 1,200 to 2,000 head and are shepherded by men (who are paid a monthly wage or else receive 25, 30, 40, or 50 per cent. of the produce of the flock) living with their families in detached houses, generally located just within the limits of the property, or on the division lines of the paddocks. Nearly all breeding 'estancias' keep cattle, sheep, and horses—there being very few where one kind of stock is exclusively kept. Only sufficient sheep for home consumption and as small a number as possible of horses are kept at 'estancias' where cattle fattening is the main object. When dairying forms part of the work of a breeding or fattening 'estancia,' milch-cows are kept in herds of 150 to 250, and the dairymen who have charge of the care and milking of each herd, receive from 40 to 50 per cent. of the profits obtained by the sale of milk, or cream, forwarded daily to creameries, butter factories, or to retail sellers of dairy products. When agriculture is combined with animal industry it is generally carried on by families who work paddocks of 125, 250, 500 or 750 acres, and who are supplied with the necessary implements, machinery and working animals and receive half the crop. Sometimes the 'estanciero' only provides the land and working animals and receives 10, 15, or 20 per cent. of the crop—paying the threshing expenses of his share."

Agriculture.—The agricultural industry has received great impetus during the last five years, and there are approximately eleven millions of

hectares at present under cultivation. The average value of exports which can be classed as agricultural already reaches the high figure of one hundred million dollars of gold. When, however, it is taken into consideration that in this huge country there are over 104,300,000 hectares of arable land eminently suitable for agricultural purposes, and for the most part requiring no fertilizers, it will be seen that this amount, large as it is, is insignificant in comparison with what may be looked for in the future.

Three-quarters of the total area under cultivation is occupied by cereals—wheat, maize, and linseed—which are now exported in large quantities.

The provinces most suitable for agriculture, owing to the climatic conditions and to the proximity of the markets and ports of shipment, are Buenos Aires, Santa Fé, Córdoba, Entre Rios, and the Pampa.

The cultivation of rice, cotton, and sugar-cane is carried on in the province of Tucumán and in the territories of Chaco, Misiones, and Formosa—these northern regions being admirably suited for the raising of semi-tropical crops.

The cost of planting one hectare of sugar-cane is about \$120 and, if properly attended to, it will remain in producing condition for nearly twenty years. The average yield of cane per hectare is 30,000 kilos.

A coming industry is the cultivation of fruit, which is, as yet, only at the beginning of its reign of prosperity. The varying climates of the different regions of Argentina enable almost every kind of

fruit to be extensively grown, from the peach, apple or medlar, to the banana, pineapple or chirimoya. The wide area now served by railways, and the rapidity of transport, which furnishes the means of exporting the produce to the European markets, combined with the cheap price of land, fertile soil, and an equable climate, leave no doubt of a brilliant future before this branch of farming.

In the northern provinces of Corrientes, Tucumán, Salta, and Jujuy, the area under tobacco is steadily on the increase. The average yield of this valuable commodity is 1,200 kilos per hectare.

Last, but by no means least as regards importance, comes the cultivation of the vine, which flourishes in the provinces of Mendoza, San Juan, La Rioja, Córdoba, and Entre Rios. The total area of the vineyards of these provinces is approximately seventy thousand hectares, and the estimated average of wine per hectare is about sixty hectoliters.

The extensive forests of the Republic contain an abundance of excellent timber which is largely exported.

Mining.—From the time when Argentina was a Spanish colony, up to the present day, many small towns in the centre and north, along the eastern slopes of the Andes, have depended entirely upon the mining industry, which is steadily growing in importance as the railway lines link up the mineral producing districts with the commercial centres of the coast.

Many of the rich mining districts have been

for several years in close proximity to branches of the main railway lines of the country; but new zones are constantly being discovered in unexplored regions among the rugged passes of the Andes: and it is known that throughout the whole extent of this great mountain range, from Tierra del Fuego in the extreme south of the Republic to Jujuy on the Bolivian frontier, precious metals exist in abundance.

Many of the mining companies, which have steadily carried on work during recent years with the latest machinery, have met with considerable success, notwithstanding the great difficulties of transport and means of communication.

The most important mining regions and the ores or minerals produced are as follows:

Province of Mendoza.—Copper, petroleum, coal, alabaster, slate, and marble.

La Rioja.—Famous for its rich mines of native silver and copper, situated in the districts of the Cerro Famatina, which are connected by cable line with Villa Argentina, a station on the main railway.

Province of Catamarca.—The most important mining zone of this province is the Cerro de Capillitas which contains several valuable copper mines.

The smelting works are located in the midst of a large forest which will provide an abundance of fuel for many years to come.

Province of Jujuy.—Many rich veins of copper exist, and gold, in considerable quan-

tities, is found in the beds of the rivers which flow through the mountains.

The continuation of the railway line to the Bolivian frontier will doubtless stimulate the development of the mining industry in this and the adjoining provinces.

Province of Córdoba.—This region is immensely rich in copper, manganese, and coloured marble; and has the great advantage of being connected by railway with the sea coast.

Territories of Chubut, Neuquén, Santa Cruz, and Tierra del Fuego.—The rivers and sands on the Atlantic coast contain an abundance of gold dust. The presence of this precious metal in nearly all the mountain streams leading down from the Cordillera, encourages the belief that rich veins exist at the head-waters among the heights.

Want of perseverance and lack of practical knowledge and capital have up to the present retarded the development of prospecting and placer mining in these southern latitudes.

The great extent of the Andean range, which traverses the entire length of the Republic, has made almost impossible the task of complete prospecting. Many vast regions remain unexplored to this day, and must remain so until a large number of expert miners travel the whole extent of the Andes in search of precious metal—a task which would require a lifetime.

The character of the mountains in the mining zones is very rugged; deep canyons cut the narrow passes, and the lofty peaks are surrounded by broken masses of low Cordillera. This, however, greatly assists the mining industry as, in many cases, it enables the veins of ore to be worked from level galleries. The climate of this magnificent mountain region is extremely healthy, although the high passes are blocked by snow in winter.

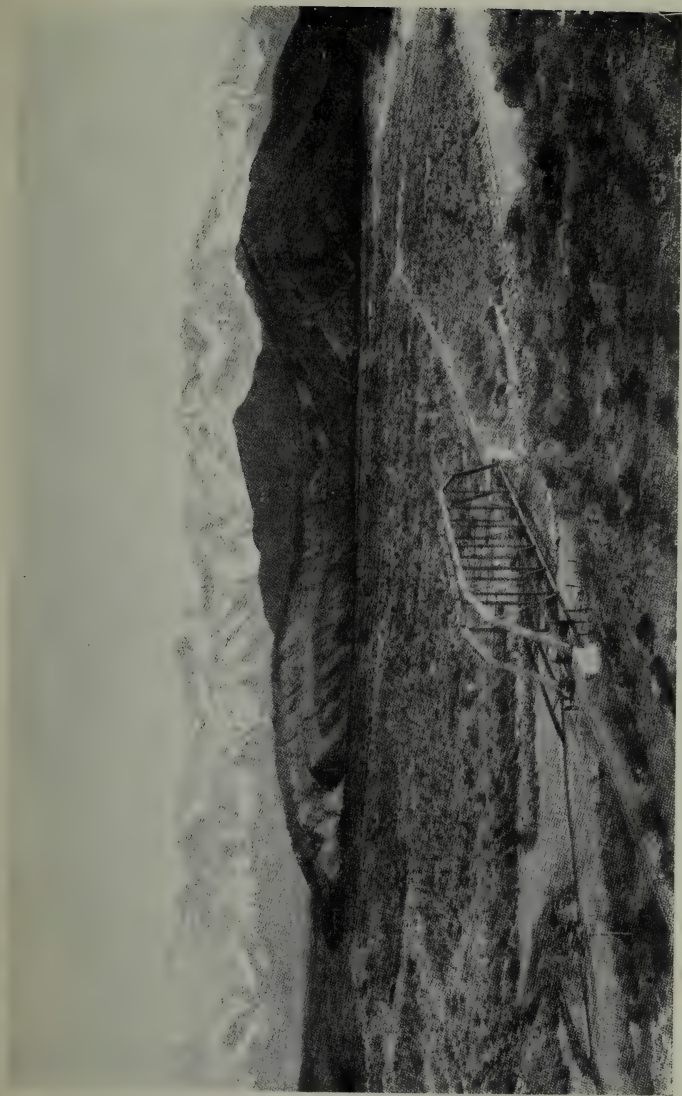
THE RAILWAY SYSTEM

One of the most important factors in the rapid growth of Argentina is the extensive railway system, which serves all but the far distant territories. There are approximately nineteen thousand kilometres of line in operation and two thousand in course of construction. This network of ironroads is divided amongst twenty-one separate undertakings, three of which belong to the State, and by far the largest proportion of the others to English companies.

The following table gives the names of the principal railways and their length in kilometres:

RAILWAY. ¹	LENGTH.
STATE.	Kilom.
Andine	339
Central Northern	1,122
North Argentine	563

¹ The provinces through which these lines run, and the cities and towns which they connect, may be seen on the map.



CERRO DE PLATA—"THE SILVER RANGE" ABOUT 16,500 FEET.
PROVINCE OF MENDOZA.

RAILWAY.	LENGTH.
<i>Branch Lines and Extensions:</i> ¹	
STATE.	Kilom.
Central Northern:	
Extension to Bolivia	286
Branch Lines	257
Andine:	
Extension from La Toma to Dolores	146
North Argentine:	
Cable line to Famatina	34
Branch lines	400
Tinogasta line	425
Total	3.572
PRIVATE.	
Southern Buenos Aires	3.980
Western Buenos Aires	1.197
Bs. As. and Rosario	1.997
Central Argentine	1.785
Bs. As. and Pacific	1.261
Argentine Great Western	714
Bahia Blanca and N. W.	385
East Argentine	161
North-east Argentine	662
Entre Rios	758
Province of Santa Fé	1.392
Cent. Córdoba (N. Sec.)	885
„ „ (E. Sec.)	210
Córdoba and Rosario	289
North-west Argentine	196
Córdoba and North-west	153
Transandine	175
Central Chubut	70

*Branch Lines and Extensions:*¹

Southern:

High level lines to Sola and Gral. Mitre	12
Branches of the Main Line	140

¹ Several of these lines not yet completed.

ARGENTINA

RAILWAY.		LENGTH.
PRIVATE.		Kilom.
Western:		
Low level		3
Branch lines		220
Central Argentine:		
Branch lines		40
Prov. Santa Fé:		
Branch line		162
Chacabuco to Sargento Cabral (Concession).		500
General total		<u>20.919</u>

Commerce.—The long Atlantic coast of Argentina, which is indented by many natural harbours and includes several fine ports, together with the wide area served by railways, and the magnificent gateway to the Republic—the Rio de la Plata—have secured for it a very considerable maritime commerce with almost every country in the world. The facilities offered by the extensive combination of the railways and ports for placing the produce of the interior on the quays ready for export at a comparatively cheap cost and without loss of time, are highly favourable for the rapid development of foreign commerce.

The average annual value of imports and exports from and into the Republic is approximately \$120,000,000 and \$200,000,000 respectively, which shows a steady increase on the right side for the last eighteen years. Argentina's best customers, in order of importance, are the United Kingdom, France, Germany, and the United States. Great Britain's trade with the Republic is more than double that of any other country, but neverthe-

less the imports from the British Isles are steadily decreasing, and the exports to that country have more than doubled themselves within twenty years.

THE CONSTITUTION

The political organization of the Republic of Argentina is almost identical with that of the United States, the exception being that the power is more centralized. The Federal Government, which is composed of the Executive headed by the President and eight Secretaries of State, the Senate, and the House of Representatives, has the sole power of enacting laws relating to the well-being of the whole nation, such as those relating to national defence, mining, civil and penal matters.

The Civil Service of the Republic is very efficient, having received much attention during recent years. There are some 1,200 post offices situated all over the country, and the transmission of letters, considering the enormous and sparsely populated area to be served, is carried out with rapidity, the means adopted being by railway or steamer to the nearest possible point, and thence by stage-coach or express-rider.

The telegraph net extends from La Quiaca in the north, to Cape Virgins in the south, which is the farthest point to which telegraph communication at present extends.

Compulsory naval and military service was established by a law passed in 1901. The navy is composed of about 15 vessels of fighting value,

and many transports, river-gunboats, and other auxiliary ships. The standing army comprises 12 Regiments of Cavalry, 4 Battalions of Engineers, 8 Regiments of Artillery, 18 Battalions of Infantry, and an efficient Medical and Transport Service.

The extraordinary and rapid growth of Argentina during the last quarter of a century has amazed those who have never seen the country, but to those who have studied the making of this great agricultural and pastoral nation, its quick rise to its present place of importance has caused but little surprise, only a clearer understanding of its destiny among the nations of the world.



THE RIVER MENDOZA IN FLOOD.

GOVERNMENT CONCESSIONS

THE LAWS, REGULATIONS, AND STATISTICS RELATING TO THE SALE OF PUBLIC LAND, IMMIGRATION COLONIES, AGRICULTURAL AND PASTORAL FARMING, MINING, AND OTHER INDUSTRIES.

THE whole territory of Argentina has now been explored, and the arable lands remaining the property of the State are ready in every way for exploitation. All the primary undertakings and pioneer industries have already been established many years; therefore the openings for foreign capital do not lie in the same direction as they do in countries which have not yet received so great a commercial impetus, or attained the same high degree of development. Railways traverse the most populated portions of the State, the total length of the railway system in operation being over nineteen thousand kilometres. Any promising field for the construction of new lines is immediately applied for and covered by the companies already operating in the country; but in the case of large or small agricultural or pastoral undertakings, there is still room enough for everybody.

The Federal Government possesses more than thirty-two thousand square leagues of land in the various pastoral and agricultural territories previously described.

The State lands suitable for cultivation or cattle-breeding are disposed of in the three following ways:

1. The formation of agricultural colonies and towns.
2. The formation of pastoral colonies.
3. Sale by public auction.

Agricultural colonies are composed of small urban or town lots of about fifty square yards, which are called "solares," and two kinds of rural lots, named "quintas," or lands bordering on towns, which cover about fifteen hectares, and "chacras," or country farms, having a maximum extent of one hundred hectares.

In these colonies, no one is allowed to acquire more than four "solares," two "quintas," or two "chacras."

Pastoral colonies are composed of lots of 1,250 hectares or of 2,500 hectares, devoted to stock-raising; but they may also be used for tillage and stock-raising or mixed farming.

No person or company is allowed to acquire more than one of these lots.

The Government of Argentina will only grant concessions of land at such times as may be indicated by means of a decree.

SALE OF GOVERNMENT LAND AT AUCTION

Sales of State lands will be held at the Department of Lands and Colonies during two consecu-

tive days, between two and four p.m., the descriptive plans having been published for at least ninety days previous to date of sale.

The lots will be knocked down to the highest bidders. The minimum price of sale will be one dollar paper currency per hectare in the territory of the Pampa and districts of Patagonia.

The area to be sold annually, in this manner, may not exceed 2,500,000 hectares, and the unit or minimum lot of sale, as regards extent, will be 2,500 hectares, into which any fraction of 20,000 hectares will have been subdivided beforehand.

No person or society may acquire a greater area than 20,000 hectares, either directly or by transfers made previous to full payment of price.

Purchasers must work their land within two years, placing on the ground in livestock and buildings a capital equivalent to \$500 paper currency for each 2,500 hectares.

The payment of purchase money is made in the following manner: a tenth part, plus cost of measurement at the rate of six cents paper currency per hectare, in cash on receipt of provisional warrant, and the balance in five annual payments with interest at six per cent. per annum.

Promissory notes must be signed for the amounts of annual payments, the property being considered as guarantee for due fulfilment.

The proprietary titles may be obtained whenever the legal obligations have been fulfilled and the full price paid, or also when these obligations have been fulfilled and a sixth part of the price paid at time of purchase: in the latter case the

land remains mortgaged in guarantee of the balance of value.

Those who do not comply with the obligations established within the term appointed, will have to pay a fine equivalent to twice the territorial tax for the time that these obligations remain unfulfilled; this course will be taken even if all notes due have been paid.

Should a note that has fallen due not be paid, the land will be sold at public auction on account of the defaulting purchaser, thirty days previous notice having been given.

Should five years pass without fulfilment of conditions, the sale will be declared void, with loss of interest and improvements made.

The law only states the lowest values, and therefore the Government determines the upset prices in each case; the base prices established by law are as follows:

Sales of land by public auction, forty cents gold or one dollar paper currency per hectare.

Each "solar" (town lot), ten dollars paper currency.

Each "quinta" or "chacra" (small farms) two dollars fifty cents paper currency per hectare.

The price of the lands purchased is to be paid, within a maximum term of five years, with interest at the rate of six per cent. per annum.

The minimum price of pastoral lots is determined by the Government according to the territory in which the colony is situated.

The necessary capital required by a family for

SUNDRIES FORMING CAPITAL.	Farm of 100 hect. 80 cultivated. 20 pasture.		Farm of 50 hect. 40 cultivated. 10 pasture.		Farm of 25 hect. 20 cultivated. 5 pasture.	
	Number.	\$ gold.	Number.	\$ gold.	Number.	\$ gold.
Land at \$1,750	—	1,750	—	875	—	438
Houses, fences, pens, wells	—	400	—	280	—	160
Bullocks at \$16	13	208	9	144	4	64
Horses at \$12	3	36	2	24	1	12
Ploughs at \$12	3	36	2	24	1	12
Harrows at \$13	1	13	1	13	1	13
Carts at \$90	1	90	1	90	1	90
Binder	—	200	—	200	—	200
Sundries	—	67	—	50	—	41
Food	—	300	—	200	—	150
Total		3,100		1,900		1,180

the purchase and cultivation of a farm of 100, 50, or 25 hectares under wheat, maize, and linseed has been estimated by the Department of Agriculture, and is shown in the table on page 31.

The capital required for starting a stock-breeding ranch in the most favourable provinces, which are situated within easy radius of the Federal District, as given by the same department, is shown in the table on page 33.

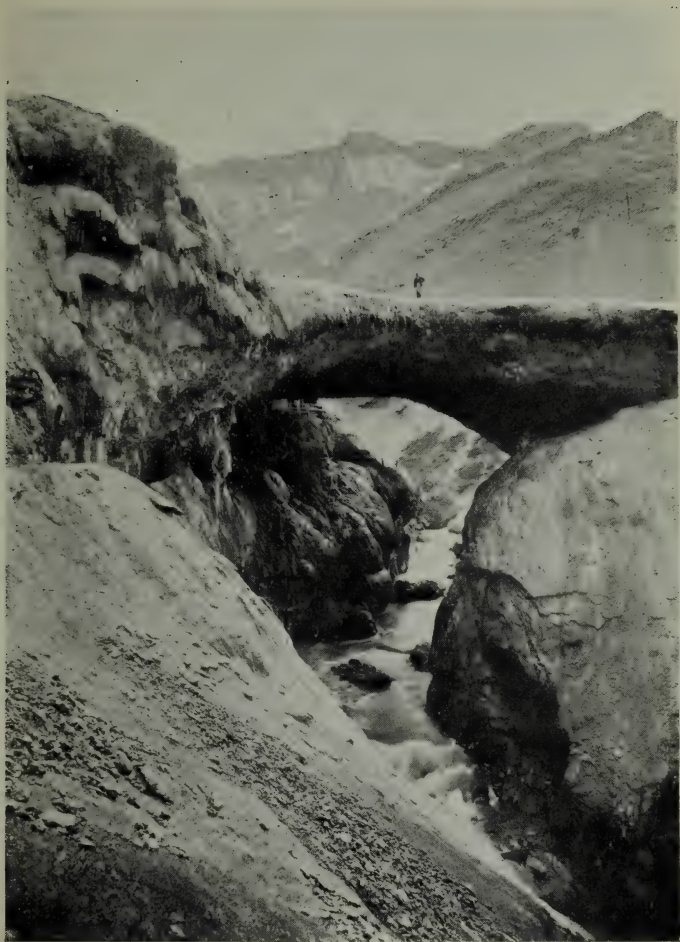
MINING

The laws relating to prospecting and mining in force throughout the whole Republic are exceptionally liberal, and well calculated to stimulate the further development of this important industry.

Prospecting in every region of the Andes, and on all public ground which is unoccupied, is permitted without the necessity of applying for a concession or licence. Upon the discovery of mineral all that is necessary is to present an application for a concession in duplicate, accompanied by specimens of the ores extracted, and a plan of the exact location. When the officials of the Federal Government have made the necessary surveys a definite title to the property is given to the discoverer.

No taxes are imposed on mining properties, nor on the minerals extracted. The export of all kinds of ores or metals is also free of duty.

The sole obligation enforced is that all mines shall be worked by at least four men for not less than two hundred and thirty days in the year, or



INCA BRIDGE—NEAR THE CHILIAN FRONTIER.
PROVINCE OF MENDOZA.

TERRITORIES OF SANTA CRUZ, EAST OF NEUQUÉN, RIO NEGRO, OR CHUBUT,
LA PAMPA, BUENOS AIRES, OR SANTA FÉ.

On rented land, capital being . . . \$ gold 10,000 \$ gold 25,000 \$ gold 50,000

ITEMS FORMING CAPITAL.	No.	\$	No.	\$	No.	\$
Sheep at \$1.50 each	5,800	8,700	14,500	21,750	30,000	45,000
Cattle at \$12 each	—	—	50	600	50	600
Horses at \$20 each	15	300	20	400	40	800
Houses, fencing, wells, etc.	—	1,000	—	2,250	—	3,600
		10,000		25,000		50,000

Net proceeds \$1,700 to 2,000; \$2,000 to 3,000; \$10,000 to 12,000.

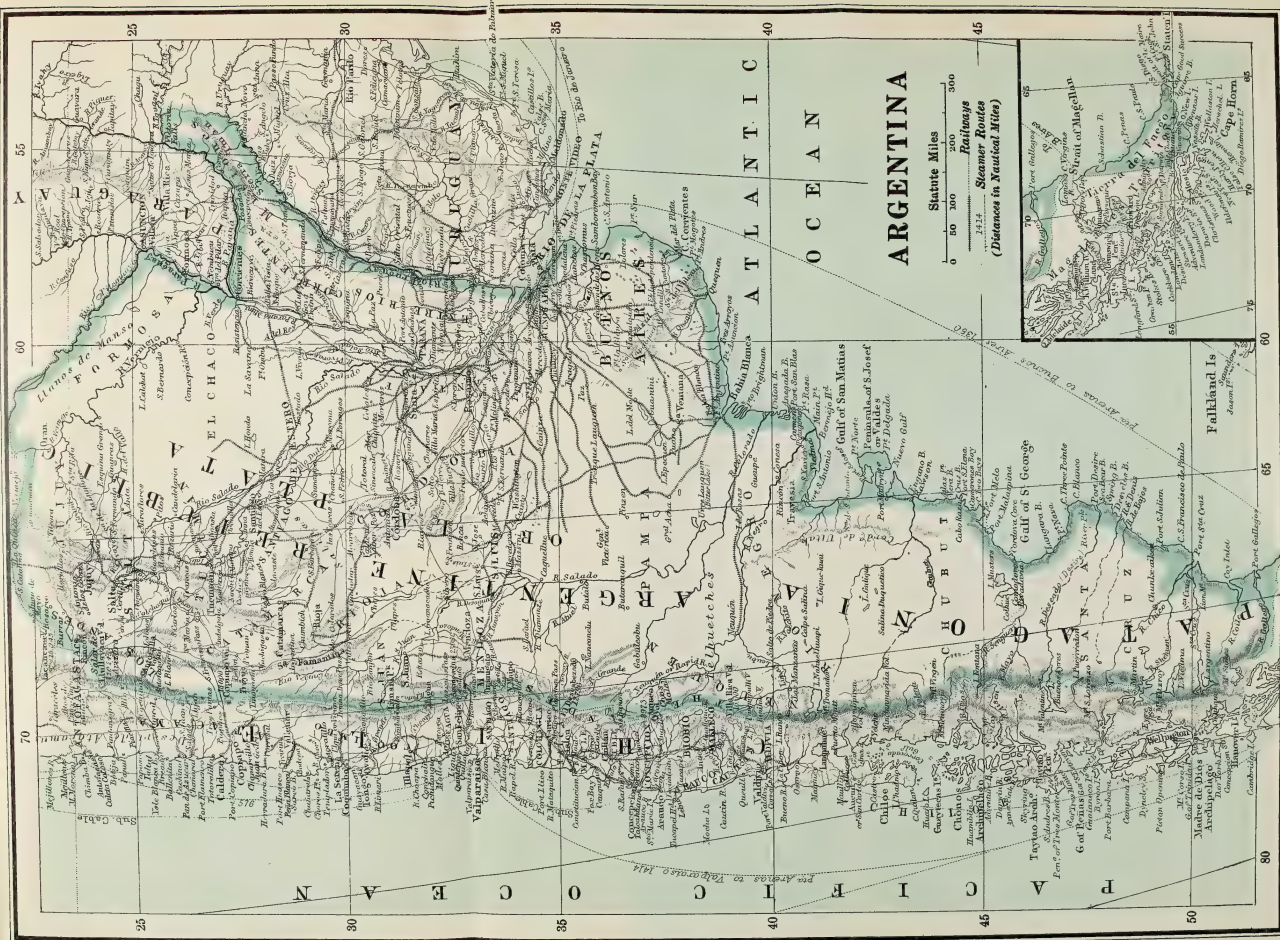
the Government will consider the mine abandoned.

NEED OF NEW MANUFACTURES

Argentina having now passed from the first stage of exploitation to the second, needs most the development of industries connected with the manufacture of commodities. The principal obstacles, however, which would be encountered by capitalists opening new factories in the Republic are, first, the lack of sufficient skilled labour and, secondly, the comparatively small demand for new articles until they became well known, which could only be accomplished by much costly advertising; nevertheless there are many openings for the manufacture of commodities, which, in the making, do not require a great number of skilled artisans, or the employment, at first, of a large amount of capital.

The Government is favourable towards the development of new manufactures employing the raw material produced in the country, especially such as would give additional value to the products of rural industry.

Argentina offers much to both the colonist and capitalist, but the country has now reached a state of development in which it needs only the advanced industries and manufactures suitable for a nation whose status falls but little short of the European standard.



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The London Geographical Institute



SÃO PAULO—AVENUE PAULISTA.

THE UNITED STATES OF BRAZIL



THE UNITED STATES OF BRAZIL

GENERAL DESCRIPTION

THIS, the largest country in the southern half of the continent, is divided into twenty States, with the Federal Territory of the Acre and the District of the Capital of the Union, which is the seat of the Government.

Brazil has frontiers with every country in South America with the exception of Chile and Ecuador, and on its eastern side the Atlantic Ocean bounds it for a length of 3,600 miles.

This immense tract of land, measuring 3,292,693 square miles, occupies considerably more than half the continent of South America, and includes regions of torrid heat and others with temperate climates. The population exceeds 21,000,000 of which only forty per cent. are coloured.

Topographically considered Brazil is a vast table-land having an average altitude of two thousand feet above sea-level, intersected by many valleys, and watered by innumerable rivers. Two long mountain ranges cross the eastern portion of the country from north to south, the valleys between these chains being formed by the basin of the rivers San Francisco and Paraguay.

The Serra do Mar, or "Mountains of the Sea,"

beginning at Cape S. Roque, in the State of Rio Grande do Norte, follow the coast line through thirteen States to the southern frontier of the Republic in Rio Grande do Sul. The highest peak in this range is Orgaos, near the Bay of Rio de Janeiro, which is nearly 8,000 feet high.

Brazil possesses no very high mountains, but many peaks rising from five to eight thousand feet, the most notable of which are Itacolumi (5,700 feet), Itambé (5,981 feet), and Caraça (6,414 feet).

The extreme north of the country is formed by the immense plain of the Amazon, which includes the States of Para, Amazonas, Matto Grosso, and Maranhão. This vast territory, which forms the largest portion of the tropical zone, is watered by the Amazon, or "Sea-river," as it has been aptly termed by Brazilians. It is a region of valuable forests, many parts of which are quite unexplored.

The centre of the country includes the great plateau of Paraná, which extends over a large part of the States of Rio Grande do Sul, Paraná, São Paulo, Minas Geraes, and Goyaz; the average altitude being about 1,000 feet.

In the extreme south are the famous prairies of the Rio Grande, which extend far over the frontier into the Republic of Uruguay.

The river system of Brazil is truly magnificent, the great Amazon alone affording 3,000 miles of fluvial navigation, and having three tributaries of over 600 miles in length and fourteen others, some of which are navigable for river steamers for a distance of over 1,000 miles. So great is the volume of water which flows from the Amazonian



CUTTING SUGAR-CANE, STATE OF SÃO PAULO.

system that it colours the Atlantic Ocean for a distance of over 100 miles.

Besides the great network of water-ways known as the Amazon, Brazil possesses thirty-two rivers of minor importance, which flow through all parts of the country, and afford means of communication with the surrounding foreign States.

CLIMATE

In a country many million square miles in extent much diversity of climate may be expected. Brazil offers not only a great diversity of climate, but zones in which almost any degree of temperature can be enjoyed. For this reason it is necessary to divide this huge country into three separate divisions for descriptive purposes.

Tropical Zone.—This zone is bounded by the 77° Fahr. Isotherm, which passes to the south of the State of Pernambuco, cuts on the north the State of Goyaz, and continues to the State of Matto Grosso, on a level with Cuyaba, its capital. The States of Amazonas, Para, Maranhão, Piahy, Ceara, Rio Grande do Norte, Parahyba, and Pernambuco are included within this zone, the average temperature of which is 80° Fahr.

Sub-Tropical Zone.—This zone may be divided into two distinct parts with reference to the rainfall. The first comprises the States of Alagoas and Sergipe, the sea-board of Bahia, the States of Espirito Santo and Rio de Janeiro, a portion of the sea-coast of the State of São Paulo, and the east coast of Minas Geraes. In this region the temperature ranges from 73.4° Fahr. to 78.8° Fahr.

in the lower parts and from 64.4° Fahr. to 69.8° Fahr. in the higher.

The seaboard of the States of Sergipe and Bahia is reputed for its mild climate. During the hot season the nights are cool and make amends for the heat of the day. At Bahia the average temperature is 77° Fahr., the maximum being 86° Fahr., and the minimum 66.2° Fahr.

The south of the State of Bahia, the States of Espirito Santo and Rio de Janeiro, a portion of the seaboard of São Paulo and the eastern portion of Minas Geraes have an almost homogeneous temperature, averaging from 73.4° to 75.2° Fahr.

At Rio de Janeiro itself the highest temperature known has been 98.7° Fahr., which is lower than the maximum temperature of Paris, where the thermometer has registered 104° Fahr. The minimum falls to 50° Fahr.

The coast of the State of São Paulo is flat and low, with excessive heat; but the ocean breezes, saturated with moisture, bring an agreeable freshness. The interior of the State enjoys a very agreeable climate. In the capital the average temperature is 64.4° Fahr., and the same may be said of nearly all the towns in the interior.

The State of Minas Geraes has an excellent climate. Situated as it is in the second division or sub-tropical zone, its climatic conditions are in contradiction with its latitude. In every part of the State there are remarkably salubrious regions. Taken as a whole, it may be regarded as a vast sanatorium.

Temperate Zone.—This zone includes the south

of the State of São Paulo, the States of Paraná, Santa Catharina, and Rio Grande do Sul. Its average temperature, except on the coast, is always below 68° Fahr., and the cold is bearable.

The maritime region is hotter and damper; nevertheless, the mean temperature is about 68° Fahr. as at Santa Catharina.

RIO DE JANEIRO

Before commencing to describe the many important States of the Union, it is opportune to say something of RIO DE JANEIRO, the Federal capital.

The collection of one and two storey dingy buildings, which formed Rio de Janeiro during the early colonial period, bears no resemblance whatever to the splendid city of to-day. The capital has undergone an extraordinary transformation during recent years, and nearly all the narrow thoroughfares and dirty houses of earlier times have now been replaced by broad avenues, streets, and parks, lit by electric light and crossed by tramways.

The view of Rio from the sea is magnificent: a large city facing the blue waters of the bay and encircled by green-clad hills, upon the summits of which stand numerous white mansions surrounded by prolific growth, forms the foreground, while the distance is often obscured by the hot blue haze which hangs over the Serras da Tijuca and Gavea.

The extension of the port of Rio, and the other improvements which are being carried out, will

make it one of the finest harbours on the east coast of South America.

The maritime quarter of the city is certainly not encouraging, for here are the stores, warehouses, and other unsightly edifices of a busy port. The narrow streets are full of jostling Italian, Portuguese, and Spanish labourers, and the pungent odour of coffee and tobacco, combined with the hoot of the sirens of steamers in the bay, while showing the commercial activity of Brazil's capital, make this portion of the city unbearable during the heat of the day.

The cosmopolitan crowds, the busy docks, and the odour of seafaring requisites, all pass away as if by magic when the magnificent new thoroughfares of Rio are entered. Here we have broad and busy streets, lined on each side with fine shops, some exhibiting all the latest Parisian creations, and others specimens of the jeweller's art.

A walk up the Avenida Central, or through Ouvidor Street, when the sun is sinking beneath the western horizon, and the cool sea breeze of the evening makes exercise possible, affords a typical scene of the gay life of the Federal capital. Ladies in fashionable costumes, accompanied by the *élite* of the male society of Rio; brilliantly lighted cafés, and in the distance the crowded foyer of a theatre, recall to the spectator similar scenes in Lisbon or Madrid.

Another notable thoroughfare is the Avenida Beiramar, a fine, well-paved esplanade, facing the bay, lined by rows of trees and illuminated at night by numerous arc lamps.



AVENUE BEIRA-MAR, RIO DE JANEIRO.



GARDENS AND MINIATURE LAKE IN THE PLACE DE LA REPUBLIC,
RIO DE JANEIRO.

Visitors to Rio should certainly visit the Botanical Gardens, which contain a magnificent collection of tropical trees, shrubs, and plants. The old palace of the Emperor, which, like that at Fontainebleau, has now been converted into a State museum, is also worth a visit; not only for its historic past, but on account of the lovely grounds which afford cool shade during the heat of mid-day.

At the present time the capital, with a population of 811,400, is one of the healthiest cities in the world, notwithstanding its geographical position. The sewerage system has been completely remodelled, and care has been taken to ensure that the sanitary regulations are rigidly carried out. The stagnant pools and swamps along the shore, which used to spread malaria and yellow fever, are now filled in, and one may walk with comfort and security along the fine promenades which have been constructed over what was once, perhaps, the most pestilential swamp in this State. The city possesses a model Health Department, and epidemics of yellow fever are things of the past.

Across the bay of Rio lies the seaside town of NICTHEROV, which is the favourite summer resort of the inhabitants of the capital. All the year round steamers ply daily between these two places, and throngs of holiday makers may be seen crowding the decks eager for a breath of the ocean to temper the sweltering heat.

The "Harrogate" of Brazil is the small town of PETROPOLIS which is situated up in the mountains some few miles from the capital. This clean,

pretty, little hill-resort is as unique as it is exclusive. The streets are lined on each side with pink and white mangolias; and small streams, with cool grassy banks, run down the centre of many of the fine avenues.

At Petropolis is situated the summer residence of the President; and white stone mansions standing in beautiful grounds show that many wealthy Brazilians have followed the President's example. The climate is cool even during the hottest months of the year, and in winter the wind is often cold enough to necessitate the use of an overcoat.

The railway journey from Rio to Petropolis affords an endless panorama of beautiful scenery, the line winding among mountains clothed from foot to summit in the rich green of tropical growth, the valleys and hillsides covered with coffee, sugar, and other plantations and the white bungalows of the estate-owners nestled amid the tangled foliage. As the train mounts higher the scene becomes more wild, gorges filled with trees and rugged mountain crags stand out in bold relief against the blue sky, until at last the heights of the Serra do Mar are reached and the train enters the small white station of Petropolis.

THE STATES OF BRAZIL

The State of Rio de Janeiro, in which is situated the Federal District, has Nictheroy for its capital, and is one of the most progressive States of the

Union. The principal exports are coffee and cereals.

South of Rio lies the State of São Paulo, which is one of the rich and most important in all Brazil. The rapid growth of this State is principally due to the extraordinary development of the cultivation of coffee. São Paulo exports sufficient of this valuable commodity to supply three-quarters of the world's demand, the average value of the coffee annually exported from this State being approximately £14,000,000!

The city of SÃO PAULO, which is the capital of the State of the same name, is only second in size and magnificence to Rio de Janeiro, and notwithstanding the great stream of Italian, Russian, Spanish, and German immigration which is constantly pouring in, it is one of the healthiest cities in South America. This fact alone proves the excellence of the system of drainage and the purity of the water supply. The epidemics of fever and small-pox which were once so prevalent in S. Paulo and Santos, the port from which the bulk of the products of this State are exported, have now entirely disappeared.

The population of S. Paulo City is 300,000, of which more than half is composed of Italians and Germans. The cosmopolitan element of this city is immediately noticed by the visitor, who may walk through one of the main thoroughfares and hear, within the space of a few minutes, no less than seven languages, although when the immigrants from South Europe go to their colonies in the interior they settle down and become Bra-

zilians in thought and spirit, and within a few years speak Portuguese,¹ which is the official language of Brazil.

The staple industry of São Paulo is the cultivation of coffee. The many fazendas, with thousands of acres of brownish-red soil hidden beneath the olive green of the coffee tree, cover by far the largest portion of the 112,311 square miles which compose this rich State. The planting of young coffee trees commences with the wet season, which lasts from November to the end of January. On new estates three years must then elapse before the first crop is produced. The "picking" season starts about May and continues well into the month of September. Details of coffee cultivation will be given in later pages.

SANTOS, the chief port of this State, now possesses one of the finest harbours of Brazil. Transatlantic liners call almost every day, and the maritime activity is very great. The annual exportation of coffee from this port alone averages 8,000,000 bags, weighing 1 cwt. 20 lb.

It is in Santos that one may see best the raw material from which the great and prosperous agricultural population of the whole south of the Republic is derived. This fine port is the principal landing-place for the thousands of Italian, Russian, and German immigrants who flock to this agricultural and pastoral El Dorado, to start a new life of freedom among the coffee bushes of

¹ The Germans form the exception to this rule, often retaining for two generations the language and customs of their fatherland.



MINING WORKS: HONORIO BICALHO, STATE OF MINAS GERAES.

São Paulo, or on the broad plains of the Rio Grande.

A visit to the immigrants' hotel, where the fresh arrivals are lodged until suitable employment is found, affords a cosmopolitan scene which is calculated to impress the most sceptical. The smiling faces of whole families of peasantry from the Russian Steppes or the vineyards of Portugal testify to the happiness which prevails among these immigrants to the New World.

On the southern frontier of the Republic, south of São Paulo, lies the great pastoral region known as the State of Rio Grande do Sul. Here gigantic herds of cattle and horses are reared, and the life of the colonist is like that on the plains of Argentina. The climate is exceptionally well suited to immigrants from Europe, as it is neither too hot nor too cold.

The capital is the fine city of PORTO ALEGRE, which has a population of about ninety thousand. The chief export from this State is hides, the average annual value of which exceeds £1,500,000.

The next most important State in southern Brazil is Paraná, the staple industry of which is the preparation of maté or Brazilian tea. The shrub, from which the leaves for making this tea are collected, grows wild in the great forests of the interior, and thousands of labourers are employed in gathering the leaves, which are then dried over fires made of woods which, when burning, give off aromatic fumes. The process of "drying" lasts for about twenty-four hours, after which the shrivelled leaves are ground to a

coarse powder and sewn up in hide bags ready for export.

Maté tea, which is the universal beverage of South America, is prepared for drinking in the following manner: The powdered leaves are placed in a small bowl, and boiling water is then poured upon them causing an infusion. A long silver or china tube, having a perforated bulb at its lower extremity, is next placed in the tea, which is sucked up the tube in the same manner as drinks from American soda-fountains.

Maté forms a hygienic kind of tea which, although much appreciated in South America, is as yet little known in Europe. During the Paraguayan War both armies used this beverage with excellent results. During protracted engagements, and when it was necessary to undertake long and rapid marches, the soldiers were almost exclusively fed on maté, and the commanding officers of both forces testify to the increased powers of physical endurance which it gave the troops under their command. The War Ministries of Germany and the United States are now experimenting with this invigorating beverage.

The "peons," or cowboys of the Brazilian prairies, upon rising in the morning take a bowl of maté, and are then capable of riding hard through the sweltering heat of a tropical day without any food whatever, their only proper meal being taken in the evening, when the cool night breezes awaken life and energy.

The exportation of maté from this State to the various countries of South America is very con-



MATÉ GATHERING. A FOREST DEPÔT, PARANÁ.



LOADING RUBBER. XINGU RIVER (A TRIBUTARY OF THE GREAT AMAZON), BRAZIL.



A TYPICAL COFFEE PLANTATION IN THE STATE OF SÃO PAULO.



LOADING COFFEE.
AN EVERYDAY SCENE AT THE PORT OF SANTOS.

siderable, amounting in one year to the value of £1,600,000.

The State of Parana possesses two good sea-ports, ANTONINA and PARANAGUA, which facilitate exchanges with all foreign countries. CURITIBA, the capital, with a population of about 50,000, is connected by rail with these two harbours.

Before describing the vast mineral zones in the States of Minas and Bahia, or the regions bordering on the mighty Amazon, we may here give a list of the smaller and less important States of the Union, together with the names of their capitals and the staple products.

STATE.	CAPITAL.	STAPLE PRODUCT.
Espirito Santo . . .	Victoria . . .	Coffee and sugar.
Santa Catharina . . .	Florianopolis	Timber, cereals, and maté.
Sergipe	Aracaju . . .	Sugar and cotton.
Alagoas	Maceio . . .	Cotton and sugar.
Parahyba	Parahyba . . .	Cotton, sugar, and cocoanuts.
Rio Grande do Norte	Natal	Salt, cotton, and sugar.
Ceara	Fortaleza . .	Cotton.
Piauhv	Therezina . .	Medicinal essences and carnauba wax.
Maranhão	S. Luiz . . .	Cotton, tobacco, and cattle breeding.
Matto Grosso . . .	Cuyaba . . .	Rubber, minerals, cattle breeding.
Goyaz	Goyaz . . .	Tobacco, cattle, and minerals.

The two last named States are totally unexploited, and in many parts even unexplored. Many years must elapse before this vast interior region

can hope to attain the same commercial importance as any of the other States of the Union.

The chief mineral regions of Brazil are situated in the States of Minas Geraes and Bahia. The first decree authorizing the working of gold mines was signed in 1824, and under its authority there was founded in London the Imperial Brazilian Mining Association. The success of that concern led to the formation of many other companies.

The principal gold mines at present being worked are as follows:

Morro Velho.

Sao Bento.

Cuyaba.

Passagem.

Juca Vieira.

Descoberto.

Diamonds were first discovered in Brazil in 1727, and since then the mines have been almost continually worked. In the State of Minas were found, some few years ago, two of the largest diamond carbonates ever discovered. These magnificent gems sold for about £16,000 each.

The diamond is principally found in the alluvial deposits of certain rivers in Minas Geraes, particularly near the town of Diamantina, although many fine specimens have been discovered quite recently in the States of Goyaz, Matto Grosso, Paraná, and Bahia. The average value of precious stones exported from Brazil is approximately £110,000.

Large deposits of manganese are known to exist in the States of São Paulo, Santa Catharina, Paraná, and Goyaz. In the district of Queluz



THE BAY OF RIO DE JANEIRO.



CARIOCA SQUARE, RIO DE JANEIRO.

(Minas) there are no less than five companies working this ore that have their own lines to convey it to the Central Railway of Brazil. The exportation of this mineral averages 190,000 tons.

Iron ore is found in abundance in the States of São Paulo, Santa Catharina, Espirito Santo, Matto Grosso, Goyaz, Minas Geraes, and Bahia; copper in the States of Minas Geraes, Maranhão, Bahia, and Ceara; and lead in Minas Geraes, São Paulo, and Rio Grande do Sul.

The extreme north of Brazil comprises the vast territory watered by the Amazon. This, the tropical zone, is divided into several states and the territory of the Acre. The principal States are Para and Amazonas, the general characteristics of which are dense tropical forests and swamps. The great staple of the whole of Amazonia is rubber, which is exported in enormous quantities.

The State of Para is situated at the mouth of the Amazon, and possesses for its capital one of the finest cities in Brazil. PARA CITY, or BELEM, as it is more often termed, is the great port for the shipment to Europe and the United States of all the rubber collected from the hundreds of "estradas," or rubber estates, situated within reach of the lower section of the Amazon river. The city possesses many fine squares, parks, and avenues, and has a good electric tramway and lighting system; large steamers are able to come alongside the quays in the port, and so long as the price of rubber remains high in the European markets, Belem will continue to prosper.

The long voyage up the Amazon river from Belem to Manãos, the capital of the State of Amazonas, is not altogether an uninteresting one. The broad placid river shines in the brilliant glare of the sun like a bar of gold; the distant, low-lying banks are shrouded in a damp, hot mist which does not lift until the sun has mounted high in the heavens. When the "Breves Narrows" have been passed, and the banks become easily visible, a gorgeous scene of tropical beauty is unfolded.

On each side masses of tangled growth stretch away as far as the eye can reach; the gnarled trunks of trees embrace weaker saplings, orchids peep from beneath the luxuriant foliage, and here and there, as if to break the monotony of the scene, the white bungalows and "barracas," or store-houses, of the rubber and cocoa estates stand out in clear relief against the sea of green.

These dense jungles are the home of the jaguar, puma, and wild cat; crocodiles lie on the mud of the creeks basking in the sun, or sleeping under the cool shade of the prolific growth which completely covers the banks; and birds of brilliant plumage have their nests in the lofty trees.

Several small fluvial ports are called at before the nine hundred miles of river, which divide Belem from Manãos, have been traversed; and at each port-of-call hundreds of rubber "bollas," or balls, are taken on board, and a corresponding amount of manufactured articles are unloaded.

It is at night that one can best enjoy the beauty of the scene, for the air is cool and the surrounding forest is illuminated by the large mellow

tropical moon. The calm water, the blackness of the forest glades, the ghostly palm trees, with nothing to break the peculiar silence save the occasional screech of some wild bird, or howl of beast, and the gentle hum of insects, are enchanting; and the passengers on the small river steamers mostly sleep on deck under the awnings.

When this long journey is over, and the steamer arrives off Manãos, a unique scene is afforded; for here, in the heart of American equatoria, is a city with electric light, tramways, a magnificent theatre, and all the other attributes which make a modern metropolis.

MANÃOS, the capital of the State of Amazonas, has a fine system of docks which allow Atlantic liners to come alongside the quays. So deep is the Amazon river that large steamships can navigate with safety up to Iquitos in Peru, a distance of over three thousand miles from the open sea.

There is but one main industry in the whole of this portion of Brazil, and that is the cultivation, collection, and curing of rubber. Both the States of Amazonas and Para depend almost entirely upon this industry for their revenue; it is the great staple of the whole of Amazonia. More particulars regarding the cultivation of rubber trees will be given under "Concessions."

The enormous rise in the price of rubber in Europe and America, owing to the much increased demand, has greatly benefited these two States, and they have now entered upon a new era of prosperity. Every month sees the opening up of some new rubber estate; and the great highway

of the Amazon is being used more and more by the ships of all nations. Liners from Liverpool and other European ports now steam up this mighty river for thousands of miles, and for some years it has been possible to travel from Iquitos, Peru, to Liverpool without changing cabin.

In the forests of Brazilian Amazonia there is sufficient timber of all kinds to supply the world's demand, and the valuable medicinal plants which grown in abundance, such as ipecacuanha and sarsaparilla, are too numerous to name.

THE RAILWAY SYSTEM

The most important factor in the growth of vast undeveloped countries is the railway line. In this respect Brazil is remarkably well off, considering her enormous area of territory and the difficulties presented by the peculiar configuration of the earth and the vicissitudes of the climate.

Brazil possesses nearly twelve thousand miles of railway in working order, two thousand miles in course of construction, and four thousand miles projected and already approved of by the Government. When these lines are completed there will be no less than eighteen thousand miles of iron road spreading out all over the country. The following are the principal lines at present in operation :

1. *The Leopoldina Railway*, which starts from Riode Janeiro and penetrates, by various branches, the States of Minas Geraes, Rio Janeiro, and Espirito Santo.

2. *The Central do Brazil*, which starts from the capital and connects it with the States of Rio de Janeiro, Minas Geraes, and São Paulo.

3. *The Mogyana*, which runs from Campinas to Uberaba and Araguary, with a branch to Poços de Caldas. It is to be continued as far as Corumba, on the right bank of the River Paraguay, in the State of Matto Grosso. This line is connected to the Sapucahy railway at the station of Eleuterio, by the Itapira branch.

4. *The Paulista Railway*, which runs from Jundiahy to S. Paulo dos Agudos and Jaboticabal.

5. *The Sorocabana e Ituana line*, which starts from S. Paulo in two different directions to Avaré and Itapetinga; these two lines continue to the State of Paraná.

6. *The Oeste de Minas Railway*, which is entirely within the State of Minas Geraes.

7. *Porto Alegre to Uruguayana*, in the State of Rio Grande do Sul.

8. *Alagoinhas Joazeiro*, in the State of Bahia.

9. *Chemins de fer bresiliens*, from Paranagua to Curitiba, in the State of Paraná.

10. *Sapucahy*, from Soledade, in the State of Minas Geraes, as far as the frontiers of the State of São Paulo.

11. *Santa Maria ao Uruguay*, in the State of Rio Grande do Sul.

12. *Muzambinho*, in the State of Minas Geraes.

13. *Central da Bahia*, in the State of Bahia.

14. *S. Paulo Railway*, which runs from Santos to Jundiahy.

15. *S. Paulo-Rio Grande do Sul*, connecting

the States of Rio Grande do Sul, Santa Catharina, Paraná, and São Paulo.

16. *Noroeste do Brazil*, which runs from Bahuru (S. Paulo) towards the State of Matto Grosso.

The districts through which these lines run, and the cities and towns which they connect, may be seen on the map.

Harbours.—The coast-line of Brazil, which is more than 3,600 miles in length, is dotted with innumerable natural harbours which admit large steamers, the principal being as follows:

STATE.	PORTS.
Para	Belem, in the Bay of Guajará.
Maranhao	Alcantara.
Ceara	Fortaleza, Mucuripe, Retiro Grande.
Rio Grande do Norte	Bahia, Formosa, Pititinga.
Parahyba	The ports of the Bay of Traição.
Pernambuco	Recife.
Alagoas	Maceio.
Bahia	S. Salvador, Camamu, Ilheos, Santa Cruz, Cabralia.
Rio de Janeiro . . .	Guanabara or Rio de Janeiro, Abrahao, Buzios, Imbitiba.
São Paulo	Santos, S. Sebastiao.
Paraná	Paranagua, Antonina.
Santa Catharina . .	S. Francisco, Bay do Norte, Porto Bello, Ratones, Caieira, Ganchos, Bombas.
Espirito Santo . . .	Victoria.
Rio Grande do Sul .	Porto Alegre, Pelotus.

At the present time considerable improvements are being made in the harbours of Rio de Janeiro, Belem, Victoria, Pernambuco, Bahia, and Rio Grande do Sul.

All parts of the Republic are connected with

the Federal capital by the extensive telegraphic net which has a total length of nearly 35,000 miles, and many of the chief ports along the coast are joined by submarine cable with Europe and the United States.

Brazil, which was first a colony of Portugal, then a rapidly growing Empire, and is now a thoroughly settled Republic, has been slowly but surely progressing for the last thirty years. The political troubles of the early colonial days greatly retarded the natural development, which, however, received its first impetus during the Empire, and now this vast and immensely rich country has thrown open its doors to the commerce of the world, with the result that harbours, railways, and public works of all kinds cannot be constructed quickly enough to meet the ever-increasing requirements of maritime activity; and in conclusion it is sufficient to say that the exports from the United States of Brazil exceed the imports by five hundred millions of francs a year.

GOVERNMENT CONCESSIONS

THE DECREES AND LAWS RELATING TO THE GRANTING OF CONCESSIONS, SUBSIDIES, LICENCES, MINING, RUBBER-ESTRADAS, IMMIGRATION, COLONIZATION, RAILWAYS, AND TENDERS.

THE opening for capital and labour in Brazil is as wide as it is varied. The financier or colonist may in this huge country choose the industry which he wishes to develop, or the trade which he has been accustomed to practise at home. It must be remembered, however, that the dormant wealth of Brazil lies in the natural richness of the soil, both agricultural, mineral, and sylvan, and that millions of square miles are as yet unexploited. Consequently, those who send money, or go themselves to Brazil for the purposes of large financial gain, should not be disheartened if an immediate return for their outlay is not forthcoming—the soil will not produce a harvest in a month, neither will mines yield gold to order; and vast tracts of wild country cannot be developed in a day. When a quick return for capital is required, the investment should be made in populous centres where the initial work of exploitation has already been accomplished, and there remain merely openings for the introduction of new manufacturing in-

dustries, trades, or professions. About these little can be said, for what is required at the moment, in all probability, will be supplied by financial agents in the country before such a work as this can be published. This chapter is entirely concerned with the former, and ultimately more profitable, undertakings.

In Brazil, as in many of the South American countries, it is the pioneer who seeks fortune far afield who has the most chance of finding an El Dorado.

RAILWAYS

When the lines now projected are in operation, Brazil will possess a network of communications approximately eighteen thousand miles long. From this fact it will be seen at once that the openings for the construction of new lines are not so many in this country as they are in many others; and that to arrive at a definite decision as to the best routes for new projects of this kind is somewhat difficult, as every month the plans for some new line are laid before Congress. In the north, in the state of Para, there are undoubtedly several growing colonies which could successively be linked up by railways, and in central Brazil there is plenty of scope for new lines of penetration worked in conjunction with immigration colonies, mines, or large agricultural and pastoral undertakings.

It is necessary, when applying for a railway concession, to lay before the "Technical Commission" plans of the exact route and all details

of the proposed construction and after-working of the line, together with specifications of the land necessary for all purposes, and the various localities in which it is required. Frequently the concession is made for a number of years, the whole undertaking afterwards reverting to the State upon the payment of a fixed sum, or upon a valuation.

All concessions for the construction of railway lines must finally pass before Congress, which considers all with impartiality.

SUBSIDIES

The Government of the United States of Brazil has authorized the granting of a subsidy of £250 per kilometre to syndicates, companies, or individuals, who, in accordance with regulations, construct public roads and organize motor services for passengers or goods between two or more States or through one. Subsidies are also granted by Governments of the various States for the introduction of new industries which may be considered desirable or specially applicable to any district or city.

Machinery, which is intended for public works or new manufactures, is mostly admitted into the Republic free of duty when previous application has been made; and it is in the power of the authorities to abolish the export duty on various new manufactures as an inducement for the investment of capital in the exploitation of new industries.

The local Government will often also grant free land for the establishment of factories.

IMMIGRATION AND COLONIZATION

The immense tracts of fertile land now lying idle for want of labour have induced the Brazilian Government to grant many very liberal concessions to colonists and immigrants. A few of the principal regulations regarding colonization and immigration are given here to enable those desirous of information upon this subject to get a fair idea of what is given and what is expected.¹

The Government assists as far as possible the passage to Rio de Janeiro or any other Brazilian port, and thence to the locality where the emigrant intends to settle. In the ports of Brazil emigrants will be received by agents of the Government, and will be lodged and boarded by the authorities, who will also supply them with medical attendance and medicine from the time of their arrival until they leave for the locality they have chosen. Emigrants' baggage and tools are not subject to Customs duty. The emigrant is perfectly free to choose the place where he intends to settle. In those colonies established by the Federal Government, he will be provided with tools and seeds *free of charge*.¹

The Government will assist emigrants and their families for a period of six months as regards the

¹ Brazil is most suitable for immigrants from Italy, Spain, and Portugal.

clearing and preparation of the land they have bought.

An emigrant who arrives with his family can purchase a parcel of land in a rural district subject to deferred payment, and a period of at least five years will be allowed to complete the purchase. On each allotment a house will be built by the Government or by the emigrant himself, if he so desires. In the former case, the cost of the house is calculated upon the amount of the debt which the emigrant may have incurred to the Government.

A rural allotment will, in general, have an area of about 60 acres or 120 acres, according to its position. Every emigrant receives an account-book in which will be entered the price of his allotment and of his house, as well as the amount of all debts for which he may have become liable to the Government. If he is willing to pay in advance he is entitled to a reduction at the rate of 12 per cent. per annum on any sums he may owe, and obtains a definite title-deed for the same.

In the colonies the Government maintains three primary schools for the sons of emigrants.

RAILWAY COLONIZATION

The colonization of land along or near railways, in course of construction or already in traffic, as well as along rivers navigated by steamers, ought to be undertaken and pushed by the various companies, independent of any initiative on the part of the Federal or States' Governments.



OURO PRETO: STATE OF MINAS GERAES.
COMMERCIAL CENTRE OF THE GOLD AND DIAMOND INDUSTRY.



CATTLE DRIVING.
A TYPICAL SCENE IN THE STATE OF RIO GRANDE DO SUL.

Colonization financiers, companies, or undertakings, must effect settling on approved land by the installation of families of immigrants accustomed to agricultural labour or cattle-breeding as owners of lots, properly measured and marked out, situated along, or within twenty kilometres of, either side of the railway or river, and in addition must construct public roads, or paths, through the colonies which they form.

The choice of the locality most fitted for nucleus and railway colonies will depend on careful study of all the circumstances essential to the development of the colony, special attention being paid to the mildness and healthiness of the climate, the abundance, quality, and distribution of the water, orographic conditions, the nature, fertility, and producing power of the soil, the extent of the forests, groves, plains, and land under cultivation, disposable area, etc.

The general plan, comprising the division of the land into lots, areas of the same, cart roads and paths to be made, and type of houses for the immigrants, must be submitted for the approval of the Federal Government and shall be executed in accordance with that approval. Otherwise, the aid and privileges treated of in this section will not be granted.

The land required for the nucleus or railway colonies will be acquired by the company by purchase, concession, or by agreement with the States or private individuals, and, when necessary, its disappropriation will be authorized.

The company will maintain to the best of its

ability, and in combination with the Federal Government, a propaganda service abroad for the sale of lots, duly marked out and prepared, to immigrants accustomed to agricultural labour or to cattle breeding, in order that they may come and settle thereon.

The Federal Government may authorize or promote, at its own expense, introduction of immigrants for the nucleus or railway colonies, and will pay their passages from the port of their country of origin to that of their destination, effect their disembarkation, house and feed them, and give them free transport to the station nearest the nucleus.

The service of settling the immigrants, including help given them for the same, will be at the expense of the company, which shall furnish the new arrivals with tools and seeds and, whenever convenient, give them paid work on the railway or near lots to make it easier for them to keep up the same, and shall supply them, whenever necessary, with advances of food or money until the first harvest.

Rural lots, with any improvements thereon, will be sold to the immigrants for cash or in instalments.

The price of lots and of house, and the conditions of payment, depend on the approval of the Federal Government, which reserves to itself the right of taking over or superintending anything which is in the interests of the colonists, or deals with the rights which are guaranteed to them.

The company must bind itself to aid the trans-

port of the colonial produce, and grant a rebate or reduction in freights of 50 per cent. on the tariff in force, for five years, dating from the instalment of the first family on a lot of any nucleus or railway colony founded under the conditions of this section, or undertaken by the Union or by the States for the settling of foreign immigrants as owners of the land.

The company will render every aid in its power to immigrants for the improvement of their produce, and will stimulate the formation and increase of small industries; it will promote in the colonies which it founds the creation of free primary schools, and will build churches for the immigrants, irrespective of denomination.

The Federal Government will grant, under the heading of "aid," premiums to any railway, or other company, which carries on with regularity the settling of foreign immigrants as owners of the lands as hereby laid down.

The premiums will be agreed upon and fixed when the general plan is approved, and must not exceed the following maximum:

I. \$200 for each house constructed on a rural lot, so soon as the type has been officially approved and the house is in the possession of the immigrant family.

II. For each immigrant family, which has never before been resident in the country, brought in from abroad at the expense of the company and settled on a rural lot:

(a) \$100 when the family has been settled for six months.

- (b) \$200 when the family has been settled for a year and has increased the area of cultivation and the live stock, and shows every intention of continuing to do so.

III. \$5,000 for each group of fifty rural lots occupied by families of foreign immigrants who, in the same colony, and within two years of the settlement of the first family have received definite titles of ownership.

When fifty rural lots are definitely occupied by families of foreign immigrants, the company may settle five Brazilian families on neighbouring lots, and so on in the same proportion, and Government in this case will grant premiums.

The company may obtain from the State interested any other privileges and aid besides those granted by the Federal Government.

CONTRACTS WITH SHIPPING COMPANIES FOR THE CONVEYANCE OF IMMIGRANTS.

Immigrants will be brought in at the expense of the Union by shipping companies or ship-owners who have been duly authorized by representatives of the Federal Government. The price will be fixed beforehand, whilst the hygienic condition and the accommodation of the passengers must be fully approved.

The agreement shall be made with one or more companies as, and when, the Federal Government may determine, and preference shall be given to those who best meet the wishes of the Govern-

ment and offer the best guarantees, together with low rates for rapid transit and good accommodation and treatment for the immigrants.

Any agreement for the introduction of immigrants will only remain in force at the convenience of the Federal Government, which reserves to itself the right, by its own action, or those of its accredited representatives, of exercising full legal powers, of choosing immigrants, of refusing those who do not comply with established conditions, of refusing permission to embark, of limiting the number of passengers, and, finally, of refusing to recognize the agreement at any time without any indemnity.

Only those immigrants will be introduced at the expense of the Union whose passages have been arranged with companies, with whom an agreement is in force, by the duly accredited representatives of the Government.

Whilst the agreement is in force the companies will also bind themselves:

To grant to all emigrants who shall be classed as immigrants, and who desire to come with second or third class passages, which they pay themselves, a rebate of 10 per cent. on the official rates, according to their ages and the ports of embarkation and disembarkation.

Never to charge higher prices than those arranged with the Federal Government in accordance with age, and between the same ports, for the transport of immigrants who are introduced through the officials of the Federal Immigration Service at the request of Governors of States, companies,

associations, and private individuals who undertake to bear the expense.

MINING

Since the days of the Portuguese *régime* Brazil has been famous for its great mineral wealth, and also for the purity and brilliancy of its diamonds. During the colonial period the mines of Minas and Bahia were worked by thousands of slaves, who toiled night and day in the labyrinth of subterranean galleries to enrich their masters. Upon the abolition of slavery many of these mines ceased to be worked owing to the scarcity of labour, and, notwithstanding the rich veins which are known to exist, the mining industry of the Republic has not yet received the impetus which its value warrants.

Prospectors in Bahia or Minas must apply to the Governor of the State for a licence, indicating at the same time the approximate region in which they desire to pursue investigation.

Upon the discovery of a mine it is absolutely necessary to register immediately the exact zone, and to deposit specimens of the ore extracted at the office of the Mining Delegation in the capital of the State. To avoid the possibility of any one petitioning for the same claim between the time of discovery and date of registration, it is advisable to notify the local delegate in the district.

When a free concession of land for mining purposes has been granted the concessionaire is compelled to commence operations as soon as

possible, and to furnish a full report after two years.

The tax upon minerals varies from 2 per cent. to 10 per cent. upon gold, silver, or precious stones; 1 per cent. to 5 per cent. upon copper and manganese; and 1 per cent. to 2 per cent. upon coal or iron.

The mining code of Brazil contains many regulations regarding the procedure to be adopted in prospecting and mining, but the particulars just given form the basis of the laws.

The principal mining districts are as follows:

Gold.—The northern portion of the State of Minas and the south of the State of Bahia. Around Goyaz city and in the north of the State of Matto Grosso.

Copper.—The richest deposits of this mineral have been found in the State of Rio Grande do Sul. Copper is also being worked in the States of Minas, Ceara, Maranhão, and Bahia.

Diamonds.—Principally found in the alluvial deposits of the rivers in the States of Minas and Bahia. The new field for diamond prospecting, however, is in the States of Goyaz and Matto Grosso.

Manganese.—The working of the large deposits of this mineral is comparatively new, and up to the present has proved very successful. Manganese is chiefly found in the States of Minas, Santa Catharina, São Paulo, and Paraná.

Iron.—This mineral is found in large quantities in many States, but the best known reefs are situated at Ipanema in the State of São Paulo, and near the town of Sabara in Minas.

There has been for some years a great lack of prospectors in the far interior of Brazil. In the States of Goyaz and Matto Grosso prospectors would, in all probability, meet with great success.

COFFEE

Brazil furnishes more than three-quarters of the world's production of this commodity, and coffee represents the principal wealth of the country: although this is the case, few people are aware of the country of origin when consuming it. The reason for this is that Brazil grows more than can conveniently be sold, and in proportion to the comparatively small output from all sources, also to the speculations in the distributing centres, which often causes, for commercial reasons, the place of origin to be suppressed, and is detrimental to the producing state.

Owing, also, to the enormous bulk to be handled, it is not found easy to induce planters to limit the exportation to standardized grades of the finest quality only. Not clearly understanding their own ultimate interests they are often tempted to export inferior kinds.

The Brazilian Government, in face of the low prices obtained for this commodity when grown in

that country, and of its sale under the denomination of other origins when once it has reached European markets, has devised a scheme for the protection and popularization of Brazilian coffee. No important beneficial results have, so far, been felt. This, however, is in no way due to any deficiency in the original idea, but is apparently caused by the inability of those responsible for its application to execute it in the most efficient manner.

Impartially expressing an opinion on this matter, I should say that there is no doubt that the grievances of planters are well founded, because their profits are very small in comparison with the gain of the numerous intermediaries.

In Brazil, as in many other countries, all measures, even those directly affecting the interests of any and all industries, are left to the care of the State. Coffee planters and agriculturists, instead of organizing themselves into a strong body to devise the best means for ameliorating the present state of affairs, have forced the State to become a merchant, a most prejudicial step to their cause.

Their salvation lies in the increase of consumption, and that increase cannot be obtained unless coffee is sold at a price within the means of the labouring classes.

Although it is impossible within these limits to deal with this subject in detail, a few figures may be given with regard to the production and cultivation of coffee in Brazil.

The chief producing States are:

São Paulo, Rio de Janeiro, and Minas Geraes,

but coffee is grown also in Espirito Santo, Bahia, and Ceara — the combined production having reached the extraordinarily high figure, in 1906-7, of 16,000,000 bags of 60 kilos each, this being the highest on record; in the following year only just over 13,000,000 bags were produced.

The area occupied in these States by coffee plantations is equal to ten times that of Belgium, with about eight hundred million coffee trees systematically planted. Many of the "Fazendas" are as large as some countries, and have within their boundaries rivers with organized navigation and railways for the conveyance of their produce.

RUBBER

The second staple product of Brazil is rubber, which is indigenous in the Amazon Valley, where it abounds in all directions.

Rubber is the coagulated latex of certain lactiferous plants, the best quality being obtained from the Heveas.

Until thirty years ago Brazil monopolized the rubber markets of the world, but since then, on account of the great increase in the demand, other countries have directed their attention to the cultivation of gum-producing trees on a large scale, resulting in a great increase in the output, qualities, and process of production.

Since the authorities in Brazil have observed the advancement of the industry in other countries, measures have been taken to regulate the cultivation and process of tapping and curing rubber;

and many well-arranged plantations are now to be found in Brazilian territory, not only in the valley of the Amazon but in several other States.

Besides several kinds of Heveas there are also other species almost as valuable, such as the Manicoba and Mangabeira, which grow principally in the States of Ceara, Piahy, and Bahia, also in the unexplored forests on the S. Paulo side of the River Paranapanema.

There is a growing demand for rubber, owing to the continual increase in its application in almost every industry, and Brazil offers one of the best fields for its cultivation. The only difficulties encountered at present arise from the uneven distribution of trees in the forests and labour organization. The latter could easily be overcome by owners of rubber lands who would care to introduce suitable immigration, taking advantage of the facilities offered by the Federal Government.

The climate of the vast regions watered by the Amazon is not all that could be desired; nevertheless persons of all nationalities may be met there, enjoying the best of health, and the death rate is comparatively small; but in the other States where rubber can be cultivated with the greatest advantage, the health conditions can be said to be ideal.

Most of the Brazilian rubber goes to the United States, where there is a market for any quantity that could be produced.

Before concluding this *résumé* of the laws and

Presidential decrees relating to the granting of concessions, it is advisable to state that commercial travellers in many parts of the Republic need a licence; valuable samples are liable to custom duty; and tenders for the construction of public works by foreign companies can only be satisfactorily presented when the applicants have agents in the Republic.

Brazil, as will be seen from the previous pages, offers unlimited scope for the profitable investment of capital, and it must be remembered that in most cases any undertaking which is entirely new, or of special public utility in Brazil, should, if properly managed, have little difficulty in obtaining material assistance from the Federal or States' Governments.





SCENE IN THE TUPIZA PASS, BOLIVIA.

THE REPUBLIC OF BOLIVIA

THE REPUBLIC OF BOLIVIA

GENERAL DESCRIPTION

THE fifth largest country in the New World is Bolivia, which differs from every other state in South America, except Paraguay, in not possessing a sea-board. The area of the Republic is estimated at about 709,000 square miles, with an approximate population of 2,500,000. Its northern and eastern frontiers are contiguous with the United States of Brazil; on the south stretch the Republics of Argentina and Paraguay, and it is separated from the Pacific Ocean by Chile and Peru.

Bolivia is divided into two distinct regions: the high table-land of the western half, which is almost equal in area and altitude to the lofty plateau of Tibet, and the low swampy plains of the east, many parts of which are covered by dense tropical forests which stretch, like a vast sea of tangled growth, to the Brazilian frontier.

The Andean range, which completely crosses Bolivia, reaches its loftiest point in the department of La Paz, where the highest peaks of America, and one of the greatest snow ranges in the world, rise majestically skywards. The most lofty of these mountains is Illampu, which is estimated to rise 27,000 feet; almost within sight of

this giant stands Illimani, the altitude of which is supposed to be 25,000 feet; between these outposts other lofty peaks maintain the line of perpetual snow-fields and eternal glaciers.

One of the most beautiful views in all Bolivia may be obtained from the plateau of Oruro, as the sun sinks behind the snow-capped summit of Sajama, and the smoke pours from its crater, darkening the bloodshot heavens with its volcanic dust. At the foot of the mountain, giving additional interest to the scene, numerous streams of boiling water flow from hidden crevices on to the broad plateau.

It would be impossible to mention the many peaks, volcanic and otherwise, which here form the highest portion of the Andean range, but it is sufficient to say that explorers and mountaineers may find in this portion of Bolivia regions and summits as inaccessible as in the great Himalayas.

Two branches of the Andean range run through the western portion of the country, the principal chain being called the "Cordillera Real," and the other the "Coast Sierra." Between these lofty mountains lies the plateau of Bolivia, at an average altitude of 12,500 feet above sea level.

On this high table-land are situated the principal cities and towns of the country. Here the climate is temperate and, at certain times and places, even cold. In the centre of these highlands lies LAKE TITICACA, the most elevated expanse of fresh water in the world.

This huge lake is considerably larger than the Straits of Dover, being 120 miles long and 50

miles wide at its broadest part. Steamers traverse it in many directions, connecting the various towns which lie along the shore.

The waters of Titicaca form the boundary between Peru and Bolivia; and on the Bolivian side is situated the famous "Island of the Sun," the birthplace of Manco Capac, who founded the ancient Inca Empire which held dominion over the whole of Central South America about a thousand years ago.

The Incas were, perhaps, the most mysterious race the world has ever known. Possessed of extraordinary physical powers, as attested by the ruins which still remain of their gigantic stone palaces and temples at Cozco in Peru, they were compelled by the local chiefs to work from sunrise to sunset without any pay or reward whatsoever! A house and land for cultivation were given free to every man upon attaining a certain age, and he was then compelled to marry a woman selected by the authorities.

Among the other many curious laws which governed these early inhabitants of South America was one prohibiting the doors of houses from ever being closed so that the acts of every person might at any time be seen by the authorities. Taxes were paid in labour, and when it was considered necessary by the "Inca," or King of the Incas, to construct a road several hundred miles long across mountains, over swamps, and through dense tropical forests, several thousand loyal subjects would be compelled to devote the remainder of their lives to the task!

The great power behind the Inca throne was the religious respect offered by the millions of superstitious subjects to the sacred descendants of the "Children of the Sun."

This peculiar autocratic and yet paternal government crumbled to dust before a small army of Spanish adventurers who came from over the seas and conquered the country, making of it a portion of the famous Spanish Empire.

South of the Titicaca basin lies another large lake named POOPO, which gives rise to the Desaguadero River and its several important tributaries. This fine system of waterways affords communications with all the most inhabited parts of the Bolivian table-land.

CHIEF TOWNS

The constitutional capital of the Republic is SUCRE; but the most important town is LA PAZ, which, however, leaves much to be desired in the way of street-paving, architecture, and public works. But considering the somewhat inaccessible position of Bolivia it is to be wondered at that Bolivians have managed to do what they have in a country naturally very rich but comparatively destitute of population, lacking means of quick communication, and without a sea-board.

Notwithstanding all these disadvantages, however, Bolivia is slowly but surely developing, and at no far distant date the mineral wealth of this vast country will surprise those who have hitherto devoted their attention to countries more exploited but consequently more played out.



THE MINT, POTOSÍ.

AN INTERESTING RELIC OF THE COLONIAL DAYS, BEARING THE ROYAL
ARMS OF SPAIN.

About La Paz very little can be said, for were it not for the unbounded hospitality of the inhabitants, life in this quiet, old-fashioned capital would soon grow very monotonous. The only other cities or towns of any importance, other than La Paz, are Sucre, Cochabamba, Potosi, Tarija, Santa Cruz, Oruro, and Trinidad, which is the capital of the department of Beni.

MEANS OF COMMUNICATION

The *Montaña*, or forest region of Bolivia, which covers the eastern half of the country, contains the principal portion of the navigable rivers, many of which are connected with the great Amazon, which runs to the Atlantic Ocean. Through communication between the rivers Beni, Madeira, and Amazon is only interrupted by the nineteen falls on the Rio Madeira.

A railway line is now being constructed which, when completed, will connect the two navigable portions of this great fluvial highway, thus enabling direct communication with Brazil.

At present there are no less than six different ways of communication between Bolivia and the sea-coast.

The Arica Route.—The shortest route runs from Arica on the Chilian coast, and comprises a distance of 475 kilometres (about 300 miles) from that port to La Paz, crossing the Tacora range. The journey from Arica to Tacna is made by rail (70 kilometres). Thence pack mules take seven days to do the journey to La Paz, asses nine days, and llamas from fifteen to twenty days.

The trade of the Departments of Oruro, Cochabamba, and a part of that of the capital, passes through this port.

The Mollendo Route.—The principal trade of the city of La Paz and of the provinces of the basin of Lake Titicaca, including the mining district of Corocoro, is carried by steamers which sail down the Desaguadero River and cross the lake to the Peruvian city of Puno, goods being conveyed thence by rail to Mollendo, passing through Arequipa. The distance from La Paz to this port is 510 kilometres (about 320 miles), the route being by road from La Paz to Puerto Perez, or Chililaya, thence to Puno by steamer and rail to Mollendo.

The Antofagasta Route.—This is a direct line, starting by rail from Oruro (245 kilometres south of La Paz) and running to the port of Antofagasta, on the Bolivian littoral occupied by Chile,¹ a distance of 925 kilometres from Oruro, or 1,170 from La Paz. The bulk of the trade of the Departments of Chuquisaca, Potosi, the southern part of Oruro, and part of the trade of Cochabamba, is carried by this line.

The Argentine Route.—The fourth and longest route is that which runs to the Atlantic, crossing the Argentine territory. The trade of the Department of Tarija, and a part of that of Potosi and Chuquisaca, goes this way. The route comprises an extent of about 1,200 kilometres (about 750 miles) from Tupiza and Tarija, where the first

¹ See page 88.

custom houses in the south of the Republic are found, to Salta, the terminus of the Argentine Central Northern Railway, and thence 550 kilometres by rail to Rosario on the Paraná River; the distance from this place to the Atlantic, by steamboat, is 270 kilometres.

The River Paraguay Route.—This runs from Puerto Suarez and Puerto Pacheco down the Paraguay and Rio de la Plata to the Atlantic Ocean. The ports on this route are comparatively new, having been opened to meet the demand for the commercial development of the east and south-east of Bolivia, by the navigation of the Atlantic. When the proposed railway from Santa Cruz de la Sierra to Puerto Pacheco is made, the River Paraguay will become one of the most important ways of communication with the Republic.

The River Amazon Route.—This runs from Villa Bella, a port and custom-house station of Bolivia, at the confluence of the Mamoré and Beni, where the Madeira River commences. The whole voyage to the Atlantic Ocean is made in river steamers and canoes, transshipment into ocean liners being effected at Para City, Brazil.

The greater part of the trade of the Department of the Beni, and of the north-east region of the Republic, passes over the Amazon. The distance from the Bolivian fluvial port of Villa Bella to Para on the Atlantic is 3,955 kilometres.

The Congress of Bolivia has recently authorized the construction of a railway line from Arica, on the Chilian coast, to La Paz. This railway must cross the heights of the Andes, on the last stages

of its journey, at an altitude of 15,000 feet, previous to which the desert of Atacama will have to be traversed, necessitating a complicated system of water supply for the engines. When this gigantic engineering feat is carried out, for which a British firm has secured the contract, Bolivia will commence a new era of prosperity in a degree hitherto unknown in that country.

Communication within the Republic is afforded principally by the 6,000 miles of navigable rivers which cross the country in all directions. Other than this the only means of transit is by horseback or coach along the main high roads which connect all the important towns of the country. At varying intervals along these roads the Government have placed posts, or rest-houses, for the convenience of travellers undertaking long land journeys.

CLIMATE

The climate of Bolivia, as in all mountainous countries, varies according to altitude. On the plains and in the forests it is very hot and damp; on the table-land the atmosphere is considerably cooler, and the climate may be considered temperate. The difference in temperature between day and night is very marked, and frequently necessitates the use of thick wraps after sunset. The dry season lasts from June to November, and the wet, or summer season, from December to May. The climate and health of Bolivia varying so much in different regions, it is necessary to detail the peculiarities of the different Depart-

ments in order to give a fair conception of the climate of the whole country.

Sucre, in the valley of the Pilcomayo; Cochabamba, in the valley of the Tapacari; and Sorata, in the Sorata River valley, enjoy perpetual spring, and a climate of unsurpassed salubrity.

Santa Cruz, Trinidad, and the Yungas mark the regions of a continuous tropical summer, where the rains are more frequent and copious, and where the earth yields her fruits in astonishing richness.

While the wet season of this part continues from November to April, rains, though less frequent and abundant, occur during the remaining months. By reason of the annual inundation of large areas of this region, and the continuous hot climate, and consequent noxious exhalations from the decaying vegetation, malarial fevers and other diseases common to warm climates are prevalent. This is more especially true of the extensive tropical provinces of the Department of Beni, though, unlike the fevers of the malarial districts of Colombia and Brazil, they yield to simple treatment, while the epidemic maladies which occur here from time to time are not of a violent character.

Along the narrow valleys of the Mapiri and Tipuani Rivers, where the purifying currents of fresh air are, in a measure, obstructed by abrupt and elevated mountain walls, a tertian fever prevails, called *terciana*, of which the paroxysms occur about every forty-eight hours. In the absence of proper medical treatment, a large percentage of the

mortality occurring among the Indians of these and other low valleys of Bolivia results from this disease. Strangers entering these sections, and especially Mapiri and Tipuani, should be amply supplied with quinine, and carefully avoid freshly plucked fruits and alcoholic drinks.

NATURAL PRODUCE

Bolivia abounds in nearly every variety of tropical, semi-tropical, and temperate fruits, flowers, and fauna. On the torrid plains grana-dillas, anona, pineapples, sugar-cane, cocoa, coffee, rice, and cotton grow wild and in profusion; but owing to the lack of means of transport practically nothing, except precious metal and stones, is exported.

Coca.—The leaves of the coca tree, which grows wild in the forests, are dried and chewed by the Indians, who are enabled by the constant use of this highly stimulating narcotic to accomplish long journeys on foot. It is no uncommon occurrence for one of the native guides, employed by the Bolivian Government to conduct travellers on horseback through the country, to run in front of a trotting horse for fifty miles in one day with but little rest or food. In this manner journeys of many hundreds of miles are accomplished. These “coca-chewers” of Bolivia and Peru look worn, haggard, and prematurely aged, but their powers of physical endurance are truly wonderful. To any one uninured to the peculiar effects of this deadly drug, chewing coca would doubtless prove fatal, but



THE GOVERNOR'S HOUSE AND THE CATHEDRAL, SANTA CRUZ.



BULL FIGHT IN THE PLAZA AND THE CHURCH OF THE MADONNA,
POTOSI.

the Indians are, from infancy, accustomed to its use, with the result that they do not feel fatigue, hunger, or in many cases pain.

In the more temperate regions, lemons, figs, grapes, peaches, apples, plums, barley, and wheat are cultivated in sufficient quantities to easily supply the home demand.

Fauna.—The almost impenetrable forests of the Beni country, which is the most inaccessible region of Bolivia, contain, besides many tribes of Indians, jaguars, pumas, tapirs, wild cats, monkeys, snakes, and alligators.

Big game hunters would here find a paradise of sport. The beasts of this lonely region have not as yet been made nervous by the screech of the engine or the repeated crack of the "Express" or "Metford," as in many parts of Africa and India.

Placed by nature amidst this wild jungle, as if to compensate for the more objectionable inhabitants, are large numbers of birds of gorgeous plumage, adding colour and life to the damp, hot, and sombre appearance of the forest glades. Parrots, parroquets, humming birds, black-spotted canaries, birds of paradise, and the exquisitely coloured fly-bird, are among the varieties exhibiting themselves in this natural aviary.

In the highlands, besides large herds of cattle, thousands of sheep, llamas, alpacas, goats, vicunas, chinchillas, and ponies are found browsing on the hillsides. Deer, foxes, rabbits, and hares are also very numerous.

Minerals.—The mineral wealth of Bolivia,

although but little exploited, is very great. In the highlands, or temperate zone, large deposits of gold, silver, and copper are known to exist; tin has also been found in considerable quantities. In this region emeralds, opals, and jasper have repeatedly been discovered.

Previous to the war with Chile Bolivia owned the rich province of Atacama, in which the famous nitrate fields are situated. These immensely rich lands were, however, temporarily ceded to Chile in 1882.

About the granting of mining concessions, the rights of prospectors, and other subjects appertaining thereto, more will be said under the heading of "Concessions."

Rubber and Peruvian Slab.—A growing industry in Bolivia is the cultivation of rubber and caoutchouc trees. The former produce what is known in the European markets as "Fine Para Rubber" and "Entrefino," and the latter "Peruvian Slab."

Peruvian Slab.—The tree which produces this substance (of a similar nature to rubber) has nothing in common with the rubber tree. The latter rises from the ground with a perfectly round trunk, and grows to a height which varies from thirty to fifty yards. It has a trifoliate leaf, which is single and simple. The caoutchouc tree, from which the Peruvian Slab is obtained, as a rule has huge roots rising above the surface of the ground. Its leaf is compound, and measures half a yard in diameter, having on either side of the stalk other thick leaves, which give to it a most

singular aspect. The bark has a glossy surface, and may be either white or gray. Hence the denomination of black and white caoutchouc. It grows on hard soil as well as on mountain slopes. It is hardly ever found in the proximity of rubber trees.

Like the rubber tree, it grows more abundantly in some places than in others, and the wider apart the trees are the larger their size is. The industry of collecting and preparing caoutchouc has now been established for several years over all those parts of Peru watered by the rivers which flow into the Amazon. The caoutchouc produced is, in appearance, similar to that obtained in Central Africa. The process of curing it is much more simple than that of rubber.

To obtain the latex the tree is cut down, and as many incisions as the trunk will admit are immediately made in it; the milky juice then flows from these to the ground. The coagulation is then effected by mixing either lime or potash with the juice. A few days later the strings of caoutchouc are pressed together into larger masses or biscuits. After the tree is cut down the stump shoots up again the following year, and grows so rapidly that five years afterwards the same operation can be repeated. Such is not the case with the rubber tree, which, being very delicate, is easily destroyed by the slightest injury to the wood, and never grows again.

The market value of Peruvian Slab is about one-half that of fine rubber. Caoutchouc trees abound in the neighbourhood of the Bolivian

rivers, where the soil is hard, and the collection of this product will no doubt be increased as the rubber becomes exhausted, or when labour is more easily obtained and the rates of transport are cheaper.

Fine Rubber.—This is the name given to india-rubber of the finest quality, which in the Liverpool and New York markets is known as “Fine Para Rubber.” The processes originally used at the commencement of the industry have been gradually improved upon until certain fixed rules have been established, which now form the backbone of a large industry. Rubber collecting was commenced in the islands of the Amazon. From these islands it spread out to the forests on the banks of the great river and its tributaries, the district of the Madeira being that which has attracted most attention.

CONSTITUTION AND CIVIL SERVICE

The Constitution of Bolivia is based on the unitarian system of central government, there being two houses, one of Senators and the other of Deputies. The President is elected by popular vote for a period of four years.

Bolivia possesses a fairly extensive service for the transmission of letters, and belongs to the Universal Postal Union. The charge is ten cents for inland postage and twenty-two cents for every fifteen grammes sent abroad.

It is interesting to note that newspapers and printed matter of all kinds circulate free in the



PUBLIC PARK, SUCRE, BOLIVIA.



LA PAZ: ENTRY OF NATIONAL TROOPS.

interior of the Republic. This should prove exceedingly useful to British merchants having agents in Bolivia and wishing to circularize with matter printed in Spanish in the interior of the country.

The telegraph system is approximately four thousand kilometres in length, and connects most of the important cities and many small towns on the main routes. The charge for inland messages is fifty cents for ten words.

Bolivia is connected to the great cable-net by the telegraph lines of Chile, Argentine, and Peru.

GOVERNMENT CONCESSIONS

DECREES AND LAWS RELATING TO THE GRANTING OF CONCESSIONS, PROSPECTING, MINING, COLONIZATION, RAILWAY CONSTRUCTION, ETC.

Bolivia offers a wide and profitable field for the introduction of railways, immigration colonies, and the many other advance guards of western civilization. In a vast and naturally rich country already inhabited by several millions of people, and yet practically destitute of railways, waterworks, factories, and the latest achievements of scientific progress, and also offering unlimited scope for the opening up of mines, rubber estates, and colonizing undertakings, it is easily seen what a magnificent field is offered for the investment of foreign capital and the employment of foreign labour. Germany and the United States have already taken advantage of this opening, and have sent millions of money and many "brains" to lay the foundation of their commercial armies which will undoubtedly follow in a few years.

RAILWAYS

At present there are practically no railway lines of penetration in the whole of Bolivia, although within a short time La Paz will be brought, by

means of the new Arica Railway, within a few hours' journey of the Pacific coast.

One advantage accruing to railroad proprietors in South America, and especially in Bolivia, is that every year their lines become more valuable owing to the steady increase in the population, and to the education of the masses, which causes them to discard the old methods for the new.

In countries above the normal temperature the disposition is to avoid, as far as possible, all forms of violent exertion. This is especially noticeable in the southern countries of the New World. It is no pleasure for a South American to undertake a long journey on horseback, because he has always travelled that way and consequently has grown tired of it; this mode of transit compels exertion, often during the heat of the day.

For these, and many other reasons, South America will doubtless always be essentially a railway country.

The Government of Bolivia would consider the granting of concessions and also land for the construction of railway lines upon the most advantageous terms.

Some idea of the railway lines at present under construction, and the nationality of the concessionaires, may be gained from the words of His Excellency the Bolivian Minister at Washington:

"The position Bolivia occupies in the heart of South America gives to her commercial and international importance, and although deprived of her coast on the Pacific, she is in immediate contact with five of the most advanced republics; and it

is to their interest to encourage a mutual trade for the benefits that will naturally result. And this is not all; the main railway line under construction in Bolivia has a continental bearing, for it will establish the connection between the Argentine system that is now being extended to the interior of Bolivia, with the Peruvian railroads coming from the north and the Pacific coast. Then Lima in Peru, La Paz in Bolivia, and Buenos Aires in Argentina will be united within a few years by a continuous railway spanning the 2,500 miles more or less that separate the capital of Peru on the Pacific from the capital of Argentina on the Atlantic, and will form an important section of the Pan-American railway.

“For the first time United States capitalists are taking an interest in the construction of railways in that section of South America. The Argentine roads were built with English capital, and the same is the case with those of Brazil and Chile, where the majority of the roads are Government property. Peru constructed her railways with national funds, but had to cede them for a term of years to her English creditors. Bolivia, then, is the first country where, in co-operation with the Bolivian national resources, American capital is being invested.

“It has been my aim, and I had the good fortune to succeed in interesting representative New York bankers in the great work of giving life to my country by means of roads through rich deposits of minerals, and open to the world her virgin forests. My Government has concluded

directly with the bankers a contract that is to-day being executed."

The lines to be constructed by the American syndicate are from La Paz to Tupiza, 530 miles; Oruro to Cochabamba, 133 miles; and La Paz to Puerto Pando, 200 miles; in all 863 miles.

Of these railroads the one from La Paz, passing by Oruro and Potosi to Tupiza, will form the chain uniting the republics of the Pacific with those of the Atlantic, besides traversing the richest metallic zone that exists, perhaps, in the world. The line from Oruro to Cochabamba will open to commerce the fertile valleys of the interior of that section, the most thickly populated of Bolivia, and make that part of the country accessible to the navigable branches of the Mamoré.

The railroad from La Paz to Puerto Pando, a port situated at the headwaters of the Beni, will open the territories of the Beni, where rubber grows in abundance, also coffee, and all the most precious tropical products, as well as the various classes of woods. This railroad will have the peculiarity of passing in a few hours from the frigid zone of the high plains, where there is practically no vegetation, to the tropical region of the orange and the sugar-cane. In a distance of less than thirty miles the traveller will be transported, as if by magic, from a temperature of perhaps forty degrees or less, to one of seventy degrees or more, as he descends through wonderful scenery to the other side of the great eastern chain of the Andes.

But these railroads are not the only ones called

to transform in some years the economic life of Bolivia, and give her the rank and importance to which her size and position entitle her. By a treaty of peace recently concluded with Chile, that republic agrees to build, and work has already commenced, a railroad from Arica to La Paz, a distance of some 300 miles. That line will unite Bolivia with the Pacific by a road much more direct than that at present afforded by the Antofagasta line, which is 575 miles long, or that from Mollendo to La Paz, *via* Lake Titicaca, a distance of 563 miles. The Arica road will bring the city of La Paz within eight or ten hours' journey of the coast.

The Bolivian Congress authorized more than a year ago the building of a railway from the borders of the River Paraguay to Santa Cruz, a city which is destined to become of great importance. The projectors have deposited the sum of 100,000 pesos as a guarantee for the execution of the contract, and the construction materials have begun to be transported by way of the Plata and Paraguay rivers. The length of this line will be 497 miles. This route will offer free communication to the rich eastern zone by way of the Plata and the Paraguay, and open to immigration and progress a territory of more than 242,000 square miles, watered by large rivers and of remarkable fertility. There are on foot other projects of railway construction of no less importance.

The progress is like oil that spreads itself wherever it touches. Some years more of work and effort in preparing transportation facilities,

and by the beneficial influence of steam, electricity, and immigration, the future greatness of Bolivia is assured.

The above brief outline of the general conditions governing the granting of railway concessions, and the nationality of the capitalists who are now making determined efforts to obtain commercial supremacy in Bolivia, should stimulate British enterprise in this direction, for unless the financiers of this country wish to lose a profitable and very promising field for investment, they will take in hand the development of Bolivia as they have done for the last half century all the other countries of South America, with the gratifying result that they are still able to maintain commercial supremacy against all opposition.

MINING

The mining laws of the Republic allow any one to prospect on public lands which are not utilized, or on private estates which are not fenced in. No previous licence or concession is required by prospectors before commencing to search,

To obtain a concession of land for mining purposes, it is necessary to file a petition, and upon the granting of the patent an average charge of five bolivianos is demanded by the Government. Mining concessions are in perpetuity, being subject only to the payment of the patent fee of five bolivianos per hectare per annum.

The following five articles of the mining laws of Bolivia give the most important conditions im-

posed by the Government upon prospectors and mine owners :

All persons who are in possession of their civil rights can obtain, by means of one concession, one or more mining properties in mineral lands already known, and no more than thirty in lands where mineral wealth has recently been discovered. The mining properties which are the subject of one concession shall be contiguous and have no vacant spaces between them, so as to show that the limits of one coincide exactly with the limits of the others which are adjacent on any side.

Mines are real estate, and constitute a property different from, and independent of, the land in which they are situated, even if their owner and the owner of the land are one and the same person. The ownership, possession, use, and enjoyment of a mine can be transferred or conveyed exactly in the same way as all other property, subject, however, to the provisions of this law.

The unit of measurement to be used for these concessions, that is, an individual mining property, is a solid figure, having for its basis a square 100 metres on each side measured in the direction indicated by the petitioner, and of indefinite depth.

Sands which carry gold or tin, and all other metallic productions, to be found in rivers or placer mines in vacant lands, whether belong-

ing to the State or private individuals, shall be subject to concession and adjudication in the same way and with the same formalities as all other mines. (The cost of the patent for the mining properties referred to in the above paragraph is two bolivianos.)

Mines of precious stones shall be subject to the provisions of the general law relating to mining until special regulations concerning them are made.

Mining is, and undoubtedly will remain for many years, the staple industry of Bolivia. In every department of the highlands, beneath the rocky surface, some kind of valuable mineral may be found. Even the, at present, isolated position of this country, which increases the cost of freight to such an extent that coals worth twenty shillings per ton at the coast cannot be purchased for less than five pounds for the same quantity at the mines, has not succeeded in preventing Bolivia from attaining the position of the largest tin producing country in the world, and the place of third importance among the silver producing states. The average exportation of this valuable mineral is 13,000,000 ounces and of pure tin 15,000 tons.

These figures, to which may be added the average annual production of gold—500 kilos—show clearly the great prosperity of the mining industry of Bolivia, notwithstanding the difficulties of transport. If these figures represent the mining activity of the past few years, what will

they amount to during the next ten? Such a question would be difficult to answer, for the railroad which is being cut through the great Andean range will bring in its trail capitalists from all the countries of the world eager to exploit the hidden wealth, the latest mining implements, and, by far the most important consideration, will reduce very materially the length of the journey and the cost of freight.

The duty charged upon minerals is as follows:

Gold.—The exportation of gold in any form whatever is free from duty.

Silver.—Eight cents per marco.

Copper.—One boliviano per quintal.

The principal mining districts are:

Potosi, Oruro, and La Paz for tin and bismuth; Huanchaca, Oruro, San Jose, and Potosi for silver; Potosi, Cochabamba, Oruro, and La Paz for copper. Gold is mined over a very wide area along the course of the Andes.

RUBBER ESTATES

The considerable increase in the demand for rubber during recent years has given a great impetus to the cultivation of rubber trees in all parts of tropical South America. Bolivia, owing principally to the lack of adequate means of transport, has not yet received her full share of this newly-found prosperity, although Sir Martin Conway calculates that in the Beni country alone

there may be as many as 50,000,000 rubber-bearing trees.

The laws relating to the acquisition of rubber estradas contain the following important clauses:

Every native or foreigner has the right of exploring the uncultivated woods of the Republic in search of rubber trees or other vegetable products.

The ownership of trees producing india-rubber, and of the land on which they are situated, is adjudicable by the State.

The adjudication will be made by "estradas," or groups of 150 trees, the parties interested having to set forth their claims in hectares.

Every person to whom a claim is granted shall pay for each "estrada" the sum of fifteen bolivianos, payable in fifteen annual instalments of one boliviano.

Default of payment of the annual instalment will occasion the loss of the prospective right to definite ownership, and if payment is in default for one year, the State will re-assume the ownership of the "estradas."

COLONIZATION

The attraction of a stream of healthy European immigrants is of vital importance to all undeveloped countries, and, recognizing this, the Bolivian Government offers every facility to suitable applicants for land upon which to form colonies,

or to individual immigrants who may be desirous of becoming settlers in the country.¹

Free concessions of land are not granted unless it is intended to construct public works thereon, and, when this is the case, full particulars must be submitted for the approval of the Government and Technical Commission.

Land, within sixty kilometres of inhabited centres, which is granted or sold for the establishment of immigration colonies, is divided into lots of twenty-five hectares each, and no single person may own more than three separate lots in the same zone. Immigrants acquiring land under these conditions are compelled to cultivate at least a sixth part of each lot within the first four years.

Where a large tract of land is required for cultivation or cattle breeding, it must be situated at a considerable distance from towns or important villages, and can then comprise an extent of from one to ten square leagues. The maximum number of these concessions which can be purchased by one person or company is limited to ten.

The purchase price of large areas of ground can be paid in instalments, one-fifth in ready money, and the remainder by annual payments of four equal instalments.

The Government of Bolivia is willing to accept as payment for large tracts of land the State bonds for the last national war loan at face value.

¹ The low rate of wages makes it unadvisable for British labourers to emigrate to South America.



This *résumé* of the laws governing colonization, and the sale of public lands, gives a general idea of what is offered and imposed upon immigrants and agricultural and pastoral companies.

The many concessions which would be granted by the Bolivian Government for the introduction of new industries, and for the establishment of public works, are impossible to name, but a description of what would be granted to British capitalists desirous of exploiting the natural riches of the country is contained, as far as possible, in the preceding pages.

In bringing to a conclusion this description of a vast and rich country situated in the centre of the "Golden West," it is advisable to point out that although Great Britain is included in the "Most Favoured Nation Treaty" with Bolivia, the financiers of this country have not as yet given the same consideration to Bolivia as they have to many of the other States of Latin-America.

THE REPUBLIC OF CHILE



SANTIAGO: THE HOUSE OF CONGRESS,

THE REPUBLIC OF CHILE

GENERAL DESCRIPTION

THE Republic of Chile occupies a narrow strip of land extending along half the western coast of South America, and including the insular region of Patagonia and the "Horn." The whole territory is nearly 3,000 miles long, with an average width of about 70 miles, and comprises in all 290,000 square miles. It is bounded on the north by the Republic of Peru, on the east by Bolivia and Argentina, and on the west and south by the Pacific Ocean. The crest of the Andes forms the frontier between Chile and the Argentine Republic.

Many islands in the Pacific, including Juan Fernandez, or Robinson Crusoe's Island, and Pascua, or Easter Island, are also under the suzerainty of the Government of Chile.

From a commercial point of view the mainland may be considered to consist of four different regions, whilst for administrative purposes it is divided into twenty-three Provinces, and the Territory of the Magellans, or Chilian Patagonia. The northern region, composed of the Provinces of Tarapacá, Tacna, Antofagasta, Atacama, and Coquimbo, includes by far the richest zone in all Chile, for here are the nitrate fields on the desert

of Atacama, the working of which has for many years formed the principal industry and export trade of the country; here, also, lies the mineral wealth. Gold, silver, and copper exist in large quantities; and very many rich mines are scattered over this, the most productive zone of the country.

Central Chile comprises the commercial and agricultural region, and includes many fine cities. It contains the Provinces of Aconcagua, Arauco, Bio-Bio, Cautin, Colchagua, Concepcion, Curicó, Linares, Malleco, Maule, Nuble, O'Higgins, Santiago, Talca, and Valparaiso.

To the Province of Valparaiso belongs the Juan Fernandez group of Islands, the traditional home of the shipwrecked mariner, Alexander Selkirk, known to the world as Robinson Crusoe. Along the shores of these islands extensive fisheries have been established. The principal object of interest in Juan Fernandez is Crusoe's grotto—a yawning black cavern in the side of a gigantic rock.

The great region of the south, including the Chilian Archipelago, which is divided from the mainland by that important commercial waterway, the Straits of Magellan, is the portion of her territory to which Chile looks for the prosperity of her breeding industry.

The land in this vast zone which can be disposed of by the State for the purpose of colonization amounts, as near as it is possible to calculate, to close upon 10,000,000 acres. More will be said about this region, and the great facilities and

inducements offered by the Chilian Government to colonists, in the section on Concessions. The extreme south and interior of Patagonia are, as yet, almost unexplored; but along the coasts small forests are intersected by marshy pampas and bleak plains of undulating grasslands; here and there large lakes and gulfs, surrounded by swampy meadows, relieve the monotony of the great semi-explored fertile plains, which seem to have been specially designed by nature for the purpose of rearing large flocks of sheep, horses, and cattle.

The climate is cold, and in the south snow covers the ground for many months. Notwithstanding these disadvantageous climatic conditions the population of this southernmost region of the New World is steadily increasing. The rosy cheeks and hardy appearance of the coming citizens of Patagonia at once impress the traveller in these lonely regions. They present a strong contrast to the inhabitants of Northern Chile; for while on the nitrate fields one sees the pale face and deep-set eyes, characteristic of the tropics, on the pampas of Patagonia the red cheeks, often accompanied by fair hair, remind one unmistakably of the Scottish Highlands.

Chile presents unique topographical features. To the east the Cordillera of the Andes rises like a gigantic barrier from earth to sky; and on the coast, to the west, stands the smaller advance guard, the Western Cordillera, as if challenging the mighty Pacific to an encounter. Between these two chains of mountains runs the long central valley.

Rivers, streams, and valleys intersect the Western Cordillera; and rushing torrents, fed from the eternal snows on the lofty peaks of the Andes, traverse the wild and impenetrable regions of the Andean range, watering the fertile plains of the central valley, and forming navigable outlets to the coast.

The northern portion of this longitudinal plain is occupied by the nitrate fields of Tarapacá; next comes the desert of Atacama—nature's waste ground—upon which rain seldom falls.

To the immediate south of this lies the mineral zone, where gold, silver, and copper abound in large quantities. Here the central plain is broken by low Cordillera. Then come the fertile plains of the central interior, upon which the inhabitants of Chile rely for the necessities of life. The extreme south is composed of Patagonia, already described.

THE NITRATE FIELDS

In the north, on the nitrate fields, which are principally owned by British and American companies, the life somewhat resembles that on the gold fields of California. There are the central "oficinas," or houses of the local administration, and the stores where the nitrate diggers change the tokens given them in payment for labour, either for money, which it is often necessary to ride miles to spend, or for the many small necessities of human existence. The houses of the administrative staff, small wooden bungalows built upon rock, surround these central works.



VIEW FROM THE SUMMIT PASS: THE "CERRO DE LOS LEONES" IN THE DISTANCE.



LAGUNA DEL INCA, 9,022 FEET ABOVE SEA LEVEL.

Here, on these wild plains, dependent even for food upon the connecting nitrate railways, live Englishwomen, the plucky wives and daughters of those who man these outposts of British industry. All around stretches the arid waste of rock, with its beds of nitrate, sometimes concealed beneath the surface, and at others exposed to the rays of the scorching sun. Far over these "fields" stretch the outlying camps which, like tributaries of a main river, supply the nitrate to the central refining works.

Dug in these lonely regions, this valuable fertilizer is sent down by the nitrate railways to the coast, shipped in cases carefully shielded from wet, and exported to all parts of the world.

EASTER ISLAND

Several islands are included in the northern province of Atacama, among them being San Felix and San Ambrosio, which lie some 370 miles from the mainland, and the small uncultivated islands of Salas and Gomez. The most important, however, is PASCUA, or EASTER ISLAND, which is over 2,000 miles from the coast. A visit to this lonely isle, far out upon the broad Pacific, entails great difficulty, and few attempt it for pleasure.

The black inhabitants, who are of a very religious disposition, may be seen to advantage when going to worship, some dressed in discoloured and dirty uniforms of naval officers, others in the discarded clothes of ordinary seamen; while in not a

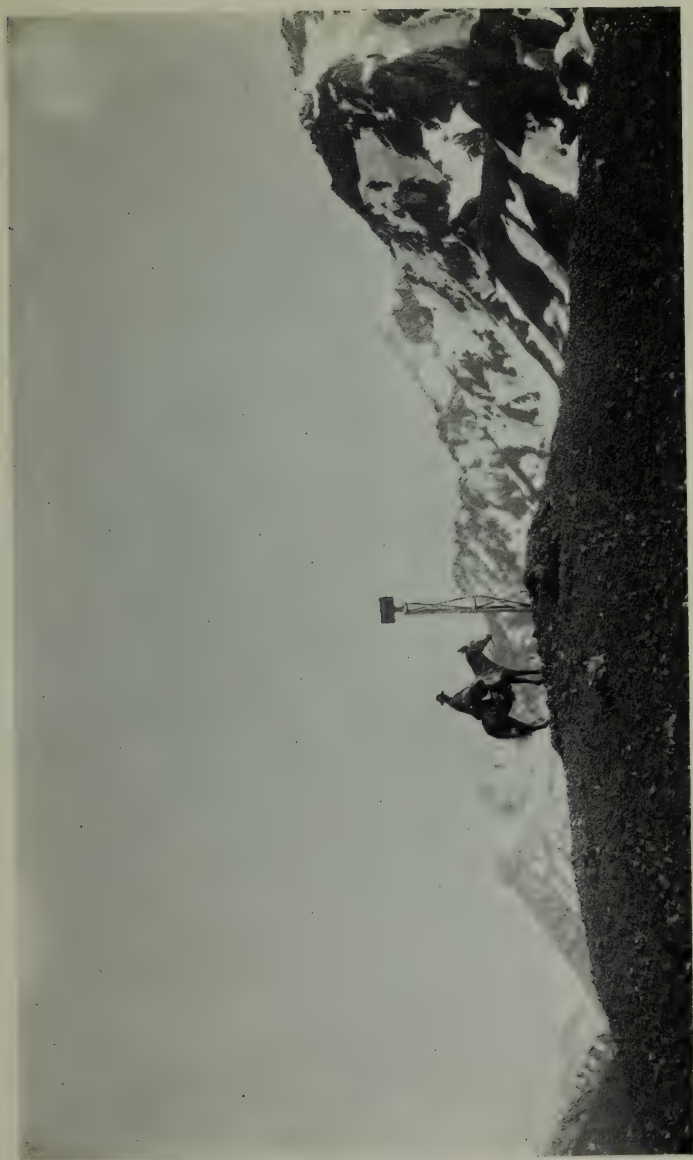
few cases it would puzzle the most experienced traveller to say what rank or nationality their ludicrous garments, which are composed of gleanings from the sea, represent.

The ground rises from the seashore until it forms two gigantic cones, the craters of extinct volcanoes. These the dwellers on Easter Island use as reservoirs, which are naturally filled during the rainy season, and supply water when the land is scorched by the tropical sun. A notable sight are the ancient idols on the slopes of Pascua Island. These colossal stone images stand at various angles, and some are nearly fifteen feet high. They are relics of a prehistoric civilization, as to which absolutely nothing is known.

Some few years ago this island was for hire. The Chilian Government offered to lease it for a long term for the purpose of cultivation or breeding, and a London firm entered into a contract to rent a portion of the island. The other part still remains "to let."

CLIMATE

In Chile nearly every variety of climate is experienced, from the temperature and conditions of the torrid zone to those in the regions of perpetual snow. The climate varies according to the latitude, and also according to the longitude. In the north, near the coast, it is hot and dry; in the central valley it is often very hot, and rain seldom falls; but for each thousand feet of ascent towards the snow-capped summits of the Andes, the temperature drops several degrees, and rain becomes



A FRONTIER POST BETWEEN CHILE AND ARGENTINA.

more frequent. The central zone is a temperate climate. In winter rain is regular, and the temperature in summer averages 70° Fahr., while in winter it drops to 54° Fahr. This region is well irrigated, and many rivers intersect the broad valleys. Here the vine flourishes, and wines are made from the grape almost equal to those of Portugal. Raisins and many sub-tropical fruits abound.

Further south the temperature slightly decreases, but vegetation is luxurious. The slopes of the Cordillera are covered with forests, and the valleys yield splendid crops of corn and barley. Among the many trees which cover the sides of the mountains are cyprus, oak, coihue, espino, and larch. Sport with the gun is almost entirely restricted to the heights of the Sierra and the slopes of the Andes.

The chief characteristics of the extreme south are wind, rain, and snow. This region, which abounds in virgin forests and virgin soil, and is so admirably adapted for breeding purposes, is cool in summer and very cold in winter. Snow covers the ground for many months, when the temperature drops considerably below zero.

In many portions of the country there is great variation in temperature between sunrise and sunset. This is especially noticeable on the heights of the Andes. The maximum temperature in Santiago, the capital of Chile, during the summer months can be reckoned as 90° Fahr. In winter it drops considerably, and snow sometimes falls, but it never remains for many hours, and disappears as the sun rises.

In Valparaiso 68° Fahr. in summer and 54° Fahr. in winter is about the average. In the northern town of Iquique the maximum summer temperature is about 80° Fahr., and in winter it only drops to 60° Fahr. The prevailing wind, which however varies in the different regions, is during the summer months south-west. This antarctic sea breeze tempers the almost tropical heat of the day. During the winter months, the north-west winds blow from the Pacific.

It is interesting to inhabitants of countries north of the equator to note that in the southern regions the north winds, coming from the tropics, are the warm breezes, while the south winds come from the antarctic ice south of the "Horn."

In Patagonia the Polar winds sweep across the pampas, through the virgin forests, and over the low Cordillera. The usual strength of the wind at Punta Arenas is, however, only a light sea-breeze coming from the Antarctic; but on the coasts this often rises to a great velocity, well known to navigators round the Horn.

In the northern and central zones of Chile the mornings are usually very fine, and scarcely a breath of wind disturbs the semi-tropical vegetation, while shortly after midday a strong sea-breeze rises and dies away again at sunset.

GOVERNMENT AND INHABITANTS

The government of Chile is like that of all the other South American Republics, representative

and democratic, there being three separate powers, the legislative, the executive, and the judicial.

His Excellency, President Don Pedro Montt, was elected in 1906 for a period of five years, and it is an assured fact that under his wise administration Chile will continue to enjoy prosperity.

The Chilians are very courteous and hospitable to strangers. Englishmen, or Europeans generally, no matter what their social position was in the "Old Country," are treated with great respect, and are admitted to the various clubs and societies throughout the land. Chilians are, however, an excitable and hasty race, and great diplomacy and *finesse* should be exercised by foreigners when dealing with public affairs.

CHIEF TOWNS

The capital of the Republic is SANTIAGO, which was founded on the 12th of February, 1541, by Don Pedro de Valdivia, a Spanish adventurer, who conquered Chile from the Araucanian Indians, and annexed it as a province of the Spanish Dominion in the New World.

The city stands upon a fertile plain at the mouth of the great longitudinal valley; it is raised several hundred feet above sea-level, and is backed by a semicircle of mountain peaks. The population exceeds 375,000.

The river Mapocho, which runs through the centre of the city, divides it into two portions. The streets are broad, and the buildings bold and

spacious. The water is supplied from natural springs in the Cordillera of the Andes. There is a good service of electric tramways, which not only connect all parts of the city, but run far into the suburbs.

Among the many magnificent public buildings in Santiago is the Palace of the Monedu, in which is the residence of the President of the Republic, and the Offices of State. The reception hall of this fine specimen of architecture is well worth a visit. It is a spacious oblong apartment, with large mirrors and decorated recesses round the walls. Heavy chandeliers hang from the carved ceiling; and small tables, and quaint chairs, and many fine bronzes, speak of antiquity and of Old Spain.

The Congress Hall, another splendid building, the chambers of which have two circles, supported by columns, with the seats of the Deputies arranged in raised tiers, in the body of the hall, is one of the sights of Santiago.

The cathedral, the municipal theatre, the military school, and the university, are all fine buildings of modern architecture.

In the cool of the evening all the *élite* of Santiago may be seen promenading or lounging under the semi-tropical trees in the forestal park of the Mapock, or driving along the Alameda; while English and European travellers, new to the city, mount to the top of Santa Lucia Hill to see the magnificent effect of the brilliant moonshine on the surrounding country, which stretches to the Pacific on the one hand, and to the Andes



SANTIAGO: THE PARK OF SANTA LUCÍA.

on the other. The scene brings to mind Rudyard Kipling's famous poem, "A Campfire Reverie":

Rivers by night that clack and jeer,
Plains that the moonshine turns to sea,
Mountains that never let you near
And stars to all Eternity.

VALPARAISO, the chief port of the Republic of Chile, is another fine city, and is really the most important commercial centre of the country. The surrounding towns, many of which are connected by tramways, or railways, are typical South American townships, and are much frequented in summer owing to the mild climate and pretty country. The principal of these are San Francisco de Limache, in which is situated an important brewery; El Salo, and Vina del Mar, which are mostly summer resorts.

Another magnificent city is CONCEPCION, which contains three fine buildings, the hospital, the cathedral, and the Palace of Justice. In this province coal mining and agricultural pursuits form the principal industries.

At LOTA in the same province stands the famous Cousiño Palace, the residence of the late Madame Cousiño, a rich South American lady of much influence and well known in European society.

These are the principal cities in the central region.

In the northern provinces the chief town is SAN PEDRO DE TACNA, the capital of the province of the same name.

In the nitrate and mineral region are the ports IQUIQUE, from which many thousand tons

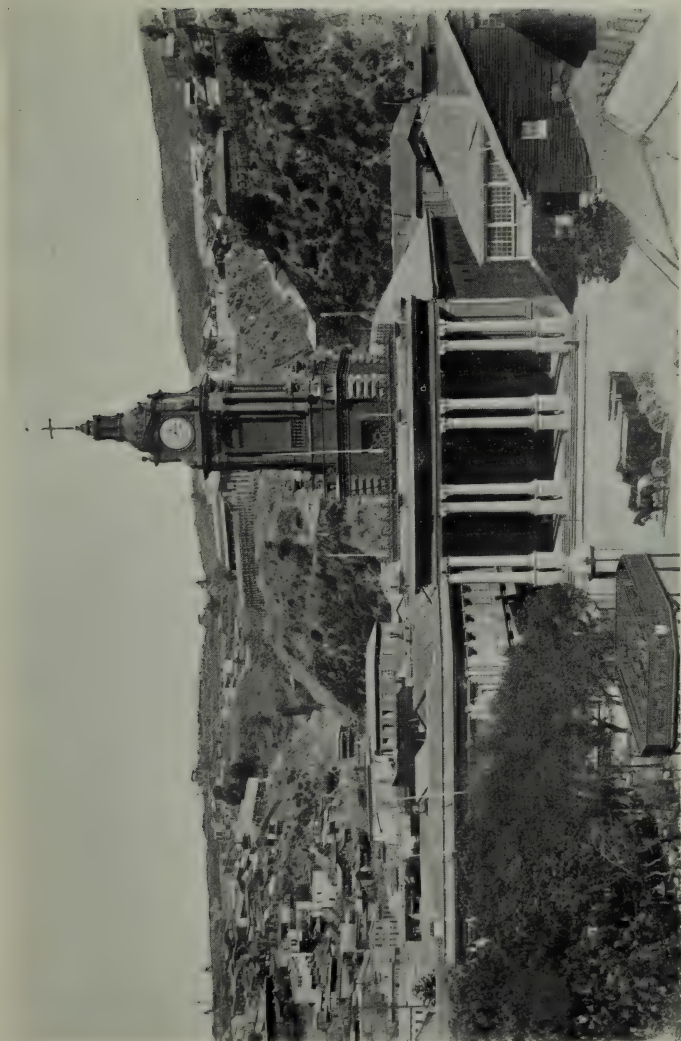
of nitrate, iodine, and copper ore are exported annually, ANTOFAGASTA, TOCOPILLA, and TALTAL. The latter of these is the residential quarter of the administration of the railways, nitrate, and allied industries. From COQUIMBO, another important northern port, large quantities of silver ore and specie are exported to Europe and the United States.

In Chilian Patagonia, the chief commercial centre is VALDIVIA, from which wheat and leather are the principal exports.

The southernmost port in the world is PUNTA ARENAS, in Antarctic Chile. From this town, which is the centre of the cattle-breeding and sheep-farming of the country, there is but one practical means of exit—the sea. History records it as a penal settlement, the Siberia of South America. To attempt to leave Punta Arenas by land, without escort or provisions on an expeditionary scale, would mean starvation on the wind-swept pampas of Patagonia. Placer mining is carried on, and many companies and private prospectors are seeking for the stores of valuable metal which are known to exist in this frozen region. The bright specks of gold mixed with the sand of the river beds tell of a hidden Eldorado—a Klondyke of the south.

RAILWAY SYSTEM

Chile, if compared with many of the other South American countries, is well connected up by railway lines, and several international or Trans-



VALPARAISO, BEFORE THE EARTHQUAKE.

Andean lines are in operation or course of construction.

In the central region, excluding the railway from the capital to Valparaiso, the lines run principally along the longitudinal valley, through the great agricultural and commercial regions, and at the foot of the Cordillera of the Andes. These lines are, or will be, connected with the trans-Andean railways. A connection will also be formed with the international line from Los Andes to Juncal, and thence across the Andes to the plains of Argentina, from Mendoza to Las Cuevas.

The construction of railway lines in almost every region has necessitated the erection of many fine bridges to span the ravines and rivers which cross their course. Perhaps one of the most remarkable of these is the bridge crossing the Malleco river. This triumph of engineering skill is 1,400 feet long and more than three hundred feet above the river bed. It cost over a million dollars to construct.

Among the many other notable bridges are those over the Maipo, the Bio-Bio, and the Maule.

In the northern region the principal railways are those connecting the different "Oficinas" or nitrate refining works. The total number of lines in this region is fourteen, and they are mostly owned by the nitrate and nitrate-railway companies.

The line from Caldera to Copiapó was the first railway constructed in South America. It was built in the year 1851 by the order of Mr.

William Weelwright, an American citizen, who realized the many and profitable openings for railways in the southern continent. There are several railway lines which traverse the mineral region.

The great difficulty in the construction and maintenance of lines in the north is the scarcity of water and the difficulties of supplying the various outlying stations with necessities.

Into the vast southern region railways have not, at present, penetrated; and in view of the scanty population and the absence of any industries, other than that of cattle and sheep-breeding, there is at present small scope for railway enterprise. Moreover, the nature of the country and the climatic conditions would place formidable engineering difficulties in the way of the construction of a line of any considerable length. The solid land is divided by broad and deep channels, rivers, gulfs, and marshy pampas; and for many months in the year the ground is under deep snow.

There is a railway somewhat north of this region, from Pitrufquen to Valdivia and Osorno, which, as far as can be ascertained, is a commercial success. The only railway line in Antarctic Chile runs, for a distance of four and a half miles, from the Loreto coal mine to the port of Punta Arenas, on the Straits of Magellan.

The lines through the most thinly populated and undeveloped districts have been left to the State to construct; but private enterprise has built most of the railways in the important nitrate, mining, agricultural, and commercial districts.

The success which these lines have attained has induced capitalists to commence the construction of many other lines, and branches of the trunk systems.

Each year sees the addition of lines or branches to the network of iron roads, which will, at no far distant date, cover the central and northern regions of the Republic of Chile.

The following table shows the railway lines in operation, and their length in kilometres:

Northern Region

Arica to Tacna	63
Antofagasta to Ollagüe	443
Caleta Buena to Agua Santa	121
Caleta Coloso to Agua Blancas	99
Caldera to Copiapó	242
Carrizal Bajo to Ramadilla	180
Cerro Cordo to Challacollo	35
Chañaral to Pueblo Hundido	140
Coquimbo to Tongoy	305
Huasco to Vallenar	49
Iquique to Pisagua	559
Junin to Oficina Carolina (nitrate works)	105
Taltal to Cachinal de la Sierra	226
Tocopilla to Toco	115

Central Region

Concepcion to Curanilahue	99
Concepcion to Penco	16
Los Andes to Juncal (Transandean)	51
Santiago to Puente Alto	21
Monte Aguila to Cholguan	38
Valparaiso to Pitrufquen (state)	1,615
Vilos to Choapa	58

Southern Region

Antilhue to Osorno	110
Collileufu to Perihuaico	75

Pitrufquen to Antilhue	114
Punta Arenas to Loreto (coal mines)	8
Valdivia to Antilhue	29

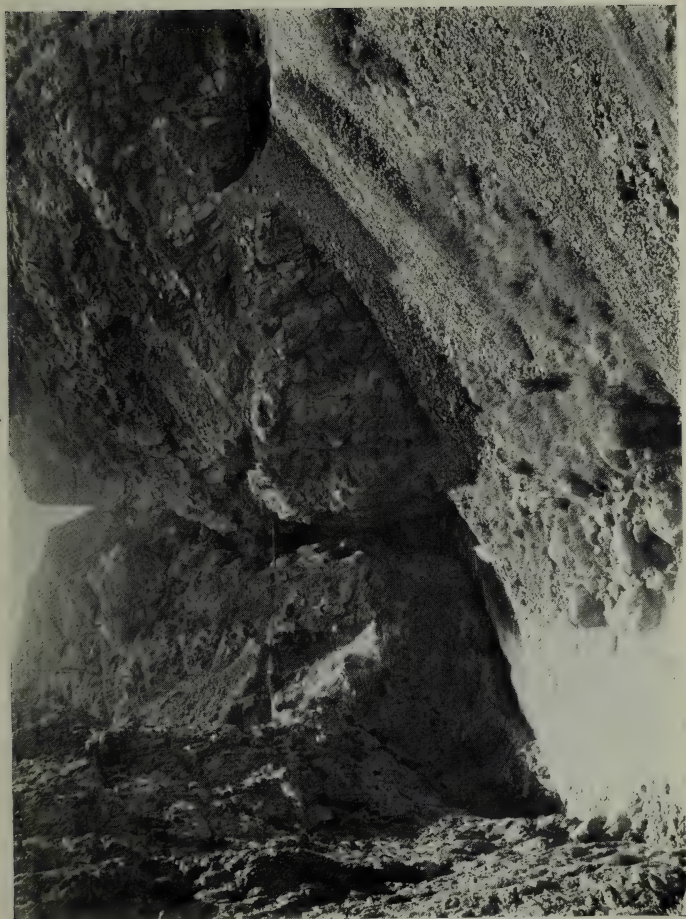
Total length of railways in Chile 4,916

It is the intention of the Government to complete a longitudinal system of railway lines down the central valley. The scheme is, that the existing lines, of which several thousand kilometres are already in operation, should be connected together, and a junction effected with the trans-Andean system. When the engineering difficulties have been overcome, and Valparaíso is connected with Buenos Aires by 880 miles of railway, a new and valuable trade route will have been opened up from Europe to the East—Australia, New Zealand, Tasmania, China, and Japan; and through communication will be available between Chile, Argentina, Bolivia, and Uruguay.¹

TELEGRAPHS

The principal telegraph system forms an important industry of the State, which owns nearly thirteen thousand kilometres of telegraph wires, with five hundred receiving apparatus. Nearly all the cities and towns of the Republic are connected by wire. The private lines are mostly owned by the various railway companies; an exception being the American Telegraph Com-

¹ This Transcontinental line will be completed in the summer of 1910.



THE SOLDIER'S LEAP, NEAR THE ARGENTINE FRONTIER.

pany, which has nearly a thousand kilometres of wires.

By an international telegraph convention with the Republic of Argentina the wires of the two countries have been connected. A similar arrangement is being considered by Bolivia.

Cables for Europe or the United States may be despatched either *via* Argentina or by the West Coast Telegraph Company or by the Central Telegraph Company. There are nearly a thousand post offices already established all over the country; and all but the thinly populated, or inaccessible regions, are within reliable and rapid postal communication.

PORTS AND INTERNATIONAL COMMERCE

The long coast line, and the proximity of all the commercial centres to the various important ports, greatly facilitate international commerce.

There are no less than sixteen different ports open to ocean trade; and the defence of home waters is well secured by the Chilian navy, which is one of the most powerful of any belonging to South American republics, and is certainly a credit to the country whose money supplied it.

The Pacific Steam Navigation Company's first steamers arrived at Valparaiso in 1840; they were the "Chile" and "Peru" of only 700 tons burden. This was the dawn of a new era in Chile, for it was this magnificent line of steamers which gave the Republic the first European commercial impetus which made her what she is—one of the

richest and most advanced of the South American republics.

The Pacific Steam Navigation Company struggled against many difficulties, one of these being lack of coal. This was remedied by Mr. Weelwright opening up the coal mining industry of the south.

The Company gradually gained in prosperity, until now their well-appointed liners regularly visit ports in three-fourths of the world.

The other lines plying between the United Kingdom and Chile are: the Lamport and Holt, monthly service from Liverpool to all the ports on the west coast of South America; the Booth line and the Gulf line, from Liverpool, *via* the Straits of Magellan, to the Republic of Chile.

Forty per cent. of the shipping trade of this country is with Great Britain, and is carried under the Red Ensign.



SANTIAGO: ALAMEDA, PALACIO VERGARA.



SANTIAGO: PLAZA DE ARMAS.

GOVERNMENT CONCESSIONS

CONDITIONS FOR THE GRANTING OF CONCESSIONS
TO FINANCIERS, COMPANY PROMOTERS, AND
COLONISTS.

RAILWAYS

Railway lines being the principal channels for inland commerce, all forms of industry carried on at a distance from the sea-coast or navigable rivers are, more or less, dependent for success upon iron roads. The Governments of growing States are generally inclined to look most favourably upon railway enterprises.

The construction of railway lines in South America, when carried out and administered by forethought and prudence, has invariably proved not only successful from a promoter's point of view, but a highly remunerative form of investment.

The rapidity of a country's growth greatly depends upon the modes of rapid transit; and the income of many railway companies, whose lines run through sparsely populated districts, has been greatly augmented by subsidiary companies formed for the exploitation of the surrounding lands, which the railway administration in London or Europe has been able to influence.

All these points are not only considered by

directors or promoters, but by the Government through whose country the lines are to run. For this, and many other reasons, political, strategic, and commercial, *bona fide* applicants for railway concessions usually meet with success in whatever country they may seek them.

The Republic of Chile has been much favoured by the influx of foreign capital for the purpose of railway construction; and the country is now traversed by more railway lines than any other South American republic with the exception of Argentina and Brazil.

As has already been shown, a fairly close network of lines extends over the whole of the north and centre of the country, and the privileges conferred on the various concessionaires, combined with the opposition of several existing companies, would prevent the construction of new lines in certain parts.

Taking all these points into consideration, however, Chile still offers a magnificent field for the opening of new and valuable lines. When it is pointed out that there are really but a few thousand kilometres of railway lines in the 290,000 square miles of territory which constitute the Republic of Chile—a country with three and a half million inhabitants, in nearly every district of which valuable industries are already in existence—it will be readily seen what a vast opening still remains for railways and subsidiary enterprises.

During the construction of the Antofagasta and Ollagüe Railway it was found imperative to build an aqueduct, over three hundred kilometres in

length, for the purpose of supplying water to the locomotives. The Government, to assist the railway company in showing an adequate return for this great outlay, granted the privilege of supplying the important town of Antofagasta with drinking water. Both the railway and the waterworks have realized the expectations of the enterprising promoters and investors.

Another instance of the success of subsidiary companies, or, in this case, of subsidiary railway lines to industries, is given in the northern region, where the nitrate companies are the principal supporters of the nitrate railways, which, of course, also act as ordinary passenger lines.

In the Republic of Chile the granting of a concession for the construction of a railway line necessitates the passing by Congress of a special law. It is usual, when making an application for a concession, to state the exact route and gauge of the projected line, and the land which it is desired the State should grant for the construction of the main line, branches, sidings, stations, and other works. It is also necessary to specify if a guarantee upon the capital invested is required.

Upon the granting of the concession a guarantee is demanded by the State.

The plans for the construction of the line must be submitted for the approval of the Government within a specified time, and the line completed in the number of years stated in the concession application paper. The tariff rates must, also, receive the sanction of the State.

The Government reserves the right to purchase the line, within a reasonable number of years, upon a correct valuation by experts. When a guarantee upon the capital invested is granted the ratio of profits is limited to 50 per cent. or 60 per cent. of the gross receipts of the entire undertaking.

Under the laws which regulate the granting of railway concessions in the Republic of Chile, practically all tariffs, rules of transportation, plans for proposed branch lines, subsidiary undertakings, and the other many important questions which vitally affect both the State and the railway company must first be submitted to the Government for approval. Should the construction of the line not be commenced, or completed, within the time stated by the concessionaire in the application paper, the law granting the concession is annulled. This undoubtedly is a wise regulation, as it prevents concessions from being obtained and the works being delayed for several years, or not carried out at all. If such a state of affairs were allowed to exist many valuable concessions would lie idle owing to the apathy or lack of means of the concessionaires. Though the openings for the construction of new lines are numerous, it is impossible to say at any given time in which province the most favourable opportunities are to be sought. Each month sees the addition of a line, or branch, or the granting of a concession. Thus any volume attempting to give an exact idea where lines are required in a country so active in railway construction as Chile, would need constant revision.



THE CITY OF CONCEPCION.

Where the construction of a single line is a very important matter, it is possible to recommend routes, but not in a country where the needs are constantly being met. A competent man on the spot could see many promising openings for the construction of new lines.

Financial guarantees and diplomacy are the two most necessary things whereby a valuable concession is obtained.

THE NITRATE FIELDS

About twenty miles from the coast, on the plains of Tarapacá, are situated many of the valuable nitrate fields. In this district alone there are several hundred "Oficinas" for refining the "Caliche," or nitrate mixed with earthy impurities. This region is so carefully mapped out and jealously guarded by the various concessionaires, that there is absolutely no room for the new comer, unless an old bed is purchased, which is certainly not advisable unless expert surveys have been made on several previous occasions. The land is equally crowded in the second nitrate zone on the desert of Atacama. This desolate and sun-dried waste includes the provinces of Atacama and Antofagasta. "Oficinas" and their surrounding "camps" cover this region. The rush to the nitrate fields of Chile can be likened in a minor degree to the rush to the goldfields of Klondyke, with the exception that claims "pegged out" or concessions obtained on the nitrate fields were much larger, and the works were backed by

powerful companies with almost unlimited capital. There is but little success likely for any new enterprise in the nitrate or its allied industries, unless new fields are discovered, which is still within the range of possibility.

In these districts borax and salt-pools are being worked, and there are good openings for the further developments of these industries.

MINING

The Andes have long been famous for the rich metals which lie hidden on almost every slope and in almost every gorge. These vast riches have as yet defied the white prospector, the secret being known only to the descendants of the ancient Incas. The mountains of the coast also contain rich veins of metallic substance. In the Andean Cordillera lead, antimony, copper, and silver are found in large quantities. Veins and alluvial deposits of gold are especially abundant in the Cordillera of Nahuelbuta; and nearly all the rivers and waterways of Chilian Patagonia contain gold.

In the south, on the main islands of Chilian Patagonia, where the Andean Cordillera, although less lofty than in the more northern provinces, stretches to the islands of Cape Horn, gold placer mining is largely carried on, and is frequently attended with great success. The metallic dust which is washed down by the mountain torrents shows clearly that veins exist in the higher regions. Here, undoubtedly, is a splendid

field for prospectors, as well as in the gold, silver, and copper zones of the north.

The principal copper mining districts are Tocopilla, Antofagasta, Taltal, Chañaral, San Juan, and El Monado. Silver is known to exist in large quantities in the northern provinces of Tarapacá, Atacama, and Coquimbo. Many are the prospectors in the Andes; and the lucky discoverer of a new mine has the right to claim a concession from the Chilean Government.

In the central province of Concepcion coal abounds in great quantities; and valuable mines of both bituminous and anthracite form the principal wealth of this and the surrounding provinces. So rich in coal is this region that railways have been specially constructed in order to better exploit the mines.

Arauco, a province immediately to the south of Concepcion, is, undoubtedly, one of the richest coal districts in the South American continent. The coal, which is of good quality, is burned by many steamships, and also used by the Chilean Navy.

The ports of Coronel, Lota, and Libu are the principal coaling stations for small steamers on the Chilean coast; and the many valuable mines in the close vicinity of these ports make them very important centres.

The port of Lota is owned, almost entirely, by the "Campania Explotadora da Lota y Coronel," which also exploits the surrounding coal mines and owns several copper-smelting factories.



CHILE

COLONIZATION

The administration of State lands, colonization, and immigration, are attended to by the office of the Inspector-General of Lands at Santiago; which in turn is dependent upon the Chilean Foreign Office.

Great and generous efforts have been made by the Republic of Chile to solve the all-important problem of immigration and colonization. In a thinly populated country like the southern territory of the Chilean Republic, where the natural increase of the population is not nearly sufficient to exploit the wealth of the territory, the introduction of a stream of foreign immigration is most important for the development of the State lands, and for the future prosperity of the country.

In the case of countries nearer to Europe little Government inducement is needed to secure foreign immigrants; the special characteristics of these countries are better known, more information is obtainable, and there is not the dread of a long and uncomfortable sea-voyage. Intending immigrants to the New World look first to the countries they know or have heard most about; and in finally deciding where to settle, they choose the most suitable country which is nearest to their native land. Colonists for South America are nearly all recruited from Spain, Italy, and Central Europe.

The Government of Chile, recognizing the disadvantage at which the country stood in being

forty days' voyage from Europe, the climatic conditions of Patagonia and the semi-southern provinces (the largest and best territory for colonization), and also the fact that practically no information was available for inducing immigration, took up the subject of colonization in a manner worthy of an enterprising State.

Immigration agents were appointed in various European centres, and several small foreign colonies were formed at the expense of the Government. Although these proved decidedly successful, the number of immigrants was at first so small that little practical good resulted; but owing to the determined action of the successive governments and their generous efforts, a regular stream of foreign immigration is now being established. The offer of the Government of the Republic of Chile to colonists is as follows:

To the immigrant the Government offers to pay the passage money from Europe to a Chilian port; and upon arrival in the Republic, free transportation to a colony or district, where a concession of 94 acres of land will be given to the immigrants, and an additional 44 acres for each son over ten years of age.

Financial help at the rate of \$0.30 a day for each adult, and \$0.15 for every male child, will be allowed from the time of arrival in the Republic until the day of settlement in the colony.

The Government will then supply immi-

grants, gratuitously, with a cart, a yoke of oxen, 150 boards, and 25 kilograms of nails, for the purpose of erecting a temporary bungalow. Even at this stage the colonists will not be left to their own resources, which is, unfortunately, so often the case in foreign lands, the result frequently being semi-starvation for the immigrant and his family until after the first crop. The Government lends \$20 per month to the head of each family during the first year, and supplies medical attendance, and medicine where necessary, free during the first two years.

In return for these liberal concessions the Government requires the colonist to agree to four obligations. He must establish himself upon the land which has been given free by the State; he must cultivate it for at least six years; he must refund to the Government, during the six years, without interest, all the passage money and advances made; and he must pay for all implements supplied.

These obligations, which are spread over a period of six years, should not cause any financial embarrassment to colonists. They are imposed by the Government so that the money coming in from the immigrants already successfully established can be used for the continuance of the work of colonization.

To financiers of colonization, the Chilean Government offers the following concessions in place of the grant conceded to private immigrants:

Three hundred and forty-six acres of land for each colonist, and 183 for each son above ten years of age, a horse, a cow, a sheep, a pig, three fowls, and a substantially constructed house in the place of boards and nails as given to the private immigrants, a saw mill, and carpenters' tools for each colony, and land for the construction of a small town.

The colony-maker must enter into a contract with the Government to refund all money advanced, and to pay for all implements given to the colonists, in six yearly instalments, also to introduce the number of colonists stated in the contract; and to guarantee their residence in the colony for five years.

Many very successful colonization schemes have been established on these lines in many parts of South America, the contractors superintending everything, and charging the colonists a fixed sum in advance, and the balance in yearly instalments.

The other clauses in the Government's colonization scheme relate to Chilian citizens who, upon becoming colonists, receive a free grant of 120 acres of land, with an additional 50 acres for each son. In a mountainous district 200 acres instead of 150 is frequently granted. The most suitable Provinces for the establishment of foreign colonies are Chiloe, Cautin, Llanguihué, Malleco, and Valdivia.

Industrial immigrants from South Europe or the United States can obtain the following concessions from the Chilian Government:

Adults: 3rd class sea passage to Chile, \$20 American gold.

Children between 8 years and 12, \$10.

„ under 8 years of age, \$5.

Adults: 2nd class passage, \$100.

Children in same proportion as above.

Two tons of tools or machinery will be allowed free for each family, with transportation for the immigrant and his baggage from port of arrival to any part of Chile. In addition to this, eight days' board and lodgings in the immigrants' hotel at Talcahuaco will be granted.

To specialists bringing machinery for the establishment of new or undeveloped industries, entirely free sea and land transport will be granted by the Chilean Government. No land will be ceded to foreign colonists in the territory of the Magellans.

Large plots of land, the property of the State, suitable for colonists with capital, or companies requiring large breeding estancias, are sold, mostly in plots of 500 hectares, by public auction.

To bid at these Government auctions, a deposit note for a sum amounting to the value of the land, as previously determined by the State surveyors, must be presented. The purchaser of a plot pays one-third of the price immediately, and the remainder in ten yearly instalments. The only obligations imposed are that the land be fenced in within three years, and that the necessary space for the construction of public roads and railway lines—the latter not to exceed fifteen metres wide—shall be freely granted by the owner.

The temperate climate of the colonization zone

is one of the chief factors for the inducement of immigration. The soil is extremely fertile, and all the central and southern provinces of temperate Chile are well suited to agriculture. In the extreme south, in Antarctic Chile, the wide tracts of pampas are very suitable for breeding purposes.

The Montaña, or forest region of the country, is principally confined to the lower western ridges of the Andes. Trees cover the slopes to an altitude of many hundred feet, above which lie the mountainous ridges leading up to perpetual snows.

In Chilian Patagonia virgin forests abound, and few more dismal sights can be imagined than a winter scene in their silent depths.

An important industry, which is likely to have a very rapid growth, has just been opened up by the discovery of large salt-water pools near Paralonos and Vichuguer. These are being worked industrially for the extraction of common salt. Among the many small industries of the Republic may be mentioned the catching and killing of seals and sea otters in the territory of the Magellans. Hides and furs are at present the principal exports of this region. The Government, however, has placed certain restrictions upon the killing of otters, seals, and sea lions, so that the further development of this industry is unlikely.

ISLANDS

At varying distances from the coast of Chile lie many islands; several of these may be hired upon a long lease.

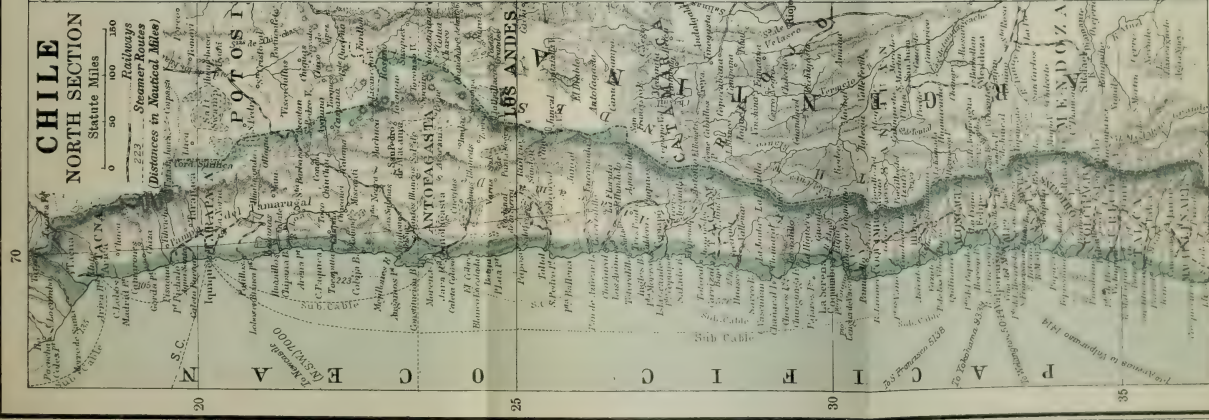
A large portion of Easter Island has been "let" to a company for the purpose of establishing large breeding stations; but several of the smaller islands could be used for agricultural purposes.

These island-kingdoms in the Pacific Ocean offer not only a profitable, but attractive investment; for when the island has been leased, the lessee becomes practically king of many dusky subjects who live in these comparatively healthy, yet tropical islands.

The larger island of Juan Fernandez is already under cultivation, and extensive fisheries have been established upon its shores.

The price of these South Sea islands varies greatly according to their fertility, and also to their distance from the mainland. The most arable, however, could be rented for a large number of years at the rate of a few shillings per acre.

There are, of course, many concessions dealing with new industries, and discoveries after exploration, which would be granted; but enough has been said to show the principal basis upon which the Government of the Republic of Chile would grant concessions to companies, financiers, or colonists from Europe or the United States.





INCA RUINS AT OLLANTAITAMBO, PERU

THE REPUBLIC OF PERU

THE REPUBLIC OF PERU

GENERAL DESCRIPTION

THE Republic of Peru is situated on the west coast of South America, and is bounded on the north by Ecuador, on the north-east by Colombia, on the east by the United States of Brazil and the Republic of Bolivia, and on the south by Chile. The 1,300 miles of western frontier are washed by the Pacific Ocean.

Peru, which has an area of about 438,657 square miles, is essentially a maritime State. The largest portion of the white inhabitants live in the coast region, and the bulk of the commerce of the country is carried by steamship. The population of this vast and naturally very rich country is approximately 4,000,000; of these about 400,000 are native Indians, the descendants of the Incas, who, before the advent of the Spanish adventurer, had won by conquest, and held dominion over, the whole of Central South America. The ruins of their great stone palaces, temples, and irrigation works, may still be seen in the Department of Cuzco.

The Republic is divided for political purposes into twenty-two Departments and Littoral Provinces.

Topographically Peru is divided into three well defined zones, viz., the Coast Region, the Andean Range, and the Forest Region. The most important of these, from a commercial point of view, is the Coast Region, which extends from the Cordillera of the Andes to the Pacific Ocean. It varies in width from twenty to one hundred and fifty miles, and is composed of fertile valleys divided here and there by large arid plains. The climate is hot, but not unhealthy. On the coast rain seldom falls, but refreshing dews moisten the ground and atmosphere at night. The principal industries of this portion of the country are sugar and cotton growing, and cattle raising, while in the fertile valleys large vineyards flourish, from which wines almost equal to those of Spain are produced.

The Montaña, or Forest Region, which, although little exploited, is by far the richest zone in all Peru, occupies about two-thirds of the whole Republic, and is composed of immense tropical forests, in many parts of which the feet of white men have never trod. In this region, beneath the luxuriant vegetation, gold, silver, copper, tin, mercury, lead, and coal exist in large quantities. In the rivers which traverse this extremely fertile but uninhabited land, bright specks of gold can be distinctly seen in the sandy beds beneath the clear waters. Thousands of rubber-bearing trees grow in the dense forests; and on the plains, both in the north and south, cocoa and coffee trees flourish.

The region of the Andes has long been noted

for its great mineral wealth. In the time of the Spanish dominion the silver mines of Peru are calculated to have produced £40,000,000 worth of silver in ten years. Now, however, owing principally to lack of proper roads, capital, and enterprise, the output has dropped very considerably, but several departments are known to be immensely rich in this precious metal. Perhaps the most notable silver-producing district is that of Yauli, where there is one vein alone which is likely to rival the celebrated Potosi mines of the Spanish period.

This mountainous region contains some of the finest scenery in the world. From the passes leading up to the snow-line one may gaze over square leagues of dense tropical forest and swamp, with here and there the bright streak of a river wending its way towards the coast Sierra, and the great rugged peaks of the Andes stretching on either hand, awe-inspiring, but grand.

The River Amazon, called by the Peruvians "Marañon," which crosses almost the entire continent of South America, cuts through the northern territory of Peru. The valley of this fine waterway is one of the most fertile spots on the globe, for in this well-watered tropical region the maximum point of vegetation is reached. The prolific growth, not content with covering the banks and adjacent land for hundreds of square miles, in many parts almost blocks the passage of the river with overhanging trees and floating vegetation.

Words cannot describe the beauty unfolded by every turn and twist of this great river from the

moment of its rise in Peruvian territory to its mouth on the Brazilian Atlantic coast. Unless one has seen the exuberant growth and vivid lights and shades of the tropics, such a scene as that presented in the valley of the Amazon cannot be accurately imagined.

The staple product of the vast interior of Northern Peru is rubber, and every year sees an increase in the trade and foreign commerce of the whole of Amazonia. The time will come when ships from every civilized nation of the world will steam up this magnificent river for the purpose of exporting the natural riches of the limitless forests.

CLIMATE

The climate of Peru varies greatly in the three different zones; along the coast the average temperature is about 66° Fahr., the thermometer seldom rising above 75° Fahr. On the Sierra the air is considerably cooler, and 55° Fahr. may be taken as the average, although on the heights of the Andes frost and snow cover the ground for many months in the year. In the Montaña, however, the atmosphere is hot and damp, and at Iquitos, on the Amazon, the mean temperature is about 75° to 80° Fahr.

Although Peru is situated completely in the torrid zone, a great portion of this highly fertile country is singularly free from the numerous epidemics and diseases which usually prevail in this central region.

Sir Clements Markham, writing about the



RUINS OF THE INCA FORTRESS, OLLANTAITAMBO, PERU

Sierra region, says: "From Cerro de Pasco there is a considerable descent southwards to the city of Jauja, the climate of which is said to be almost perfect for patients suffering with pulmonary complaints. It is a charming Sierra town, beautifully situated in an amphitheatre of mountains clothed to their summits with waving fields of barley. The climate is delightful."

In the forest region there are two seasons, the "dry" and "wet," the first of which commences in May and ends about October, while the wet season lasts from November to April. On the Punas, or heights of the Sierra, the atmosphere is as cold and fresh as in the north of Scotland.

The climate of the valley of the Amazon is both hot and damp, and it is necessary, as in all tropical countries, to observe closely all the laws of hygiene, and to take precautions against attacks of ague, malaria, and a disease known as the black vomit, which is very much like yellow fever. It must not, however, be imagined from this that there is a great risk to health by voyaging on the Amazon, or that there is more danger than the traveller is exposed to in any other tropical country, for this is not the case. Once the river or railway is left, however, and the vast equatorial forests which stretch away on either hand are entered, one must be prepared to undertake feats of exploration in little known and vast lone lands. So thick and impenetrable are the forests of Amazonia that many glades are dark even when the sun is at meridian, and the traveller feels as though he had been lowered into a huge pit of gorgeous tropical growth.

CHIEF TOWNS

The fine capital of the Republic of Peru is the city of LIMA, which is built on a plateau elevated some 500 feet above sea level, and has a population of nearly 150,000. The state of culture in this, the chief city of the country, is far more advanced than is generally supposed, and owing to the proverbial hospitality of the Peruvians strangers can enjoy the most cultured society.

Lima is constantly being improved by the addition of parks, avenues, and magnificent public buildings. Electric tramways traverse the city in all directions, and a line runs to the Port of Callao, and thence to the neighbouring bathing resorts of La Punta and Chorrillos.

Within recent years a new theatre, costing over fifty thousand pounds, has been built; and another far larger and more costly is now being constructed. The comparatively new Government Palace is also a fine structure. The streets and broad avenues are all well paved and the sanitary system is good.

The suburbs of Lima are, undoubtedly, very pretty. Many fine mansions nestle in the prolific growth of the tropics. A short journey of four miles brings the visitor to the seaside town of Magdalena-del-Mar, a small but pretty watering place on the Pacific Ocean. Here, during the season, military bands play daily, and various forms of amusement are provided for the many holiday makers who frequent this little-known and far-off watering-place.



PLAZA DE ARMAS, LIMA
(BY PERMISSION OF THE PERUVIAN CORPORATION)

The seaside towns of MIRAFLORES and BARRANCO are also within easy reach of the capital.

Lima is the terminus of the Oroya, or Trans-Andean railway line, which passes through some of the most magnificent scenery in the world. This line, the construction of which was a noteworthy feat of engineering, crosses the Andes at an altitude of 15,642 feet, passing through the country of the ancient Incas to the rich mines of Cerro de Pasco, and terminating at a point on a navigable tributary of the Ucayali River which affords fluvial communication with the Amazon.

Another town of great importance is CALLAO, which is the chief port of Peru. It is situated in a large and sheltered bay on the Pacific coast, a distance by railway of about ten miles from Lima, and has a population of nearly 50,000. The docks, which were built at a cost of two millions sterling, allow the largest steamships to lie alongside the quays. There is also a large floating dock which is capable of taking vessels up to five thousand tons.

No less than five steamship companies have daily departures for all the Pacific ports and also to Europe. In addition to this the small coasting vessels entering and leaving this harbour are very numerous.

The chief ports of the Republic, going north, are as follows: MOLLEND, PISCO, CALLAO, SALAVERRY, PACASMAYO, ETEN, and PAITA.

The small inland towns of the Republic are far too numerous to mention here, but IQUITOS, an important port on the Amazon, owing to its unique

position and ever-increasing trade, is worthy of note. This comparatively small town is situated in the extreme north-east of Peru, some miles from the Brazilian frontier. It is in the very heart of Equatoria, cut off from civilization by over a thousand miles of immensely fertile but unpopulated land. It is, however, linked with the outer world by the Amazon river, which, from its delta on the Atlantic, is navigable for Ocean liners for over 3,500 miles through the heart of the continent to this small Peruvian port. Before very long, Iquitos will also be joined by railway with the Pacific coast, and travellers to the west coast of South America will then have the option of going from Liverpool to Iquitos by the steamers of the Iquitos Steamship Company, and then to the Pacific coast by railway. Although this route will save but little in the way of time, the traveller going *via* the Amazon will be afforded some of the most magnificent tropical and mountain scenery in the world. The voyage up the river, then over the Cordillera of the Andes, and down through the vast plains of Peru to the Pacific Ocean will afford scenes of beauty and grandeur which can be equalled by no country in the world.

RAILWAY SYSTEM

The trade of Peru, although steadily on the increase, is not nearly in accord with the vast possibilities afforded by the natural richness of the soil. The two main reasons for this are the lack of railway communication with the coast and the



PASEO COLON, LIMA
(BY PERMISSION OF THE PERUVIAN CORPORATION)

want of labour. The thousand odd miles of railway at present in operation are totally inadequate to serve the 438,657 square miles of immensely rich territory composing this Republic, and the Government is making every endeavour to promote the construction of new lines connecting the more important interior towns with the coast ports. The openings for the construction of railways in Peru are as many, and as financially sound, as those offered by any State of South America.

The railway system of Peru, in operation at the present time, may be seen in the following table:¹

RAILWAYS.	Length in miles.	Owners.	Departments which they cross.
Paita to Piura	62	N	Piura.
Piura to Catacos . . .	$6\frac{1}{4}$	P	„
Pimental to Chiclayo .	$8\frac{3}{4}$	P	Lambayeque.
Eten to Ferrenafe and Patapo	$48\frac{1}{2}$	P	„
Pacasmayo to Guadalupe	57	N	Libertad.
Salaverry to Trujillo and Ascope	$47\frac{1}{2}$	N	„
Huanchaco to Tres Palos	23	P	„
San Nicolas to Puerto Supe	3	P	Ancachs.
Chimbote to Suchiman .	32	N	„
Central of Peru . . .	138	N	Lima and Junin, crossing the Andes.
Callao, Lima, and Chor- rillos	$17\frac{1}{4}$	P	Lima.
Lima to Ancón . . .	24	N	„
Lima to Magdalena . .	$4\frac{1}{4}$	P	„

¹ The statistics and much other information are taken from the Reports issued under the authority of the Peruvian Minister of Foreign Affairs.

RAILWAYS.	Length in miles.	Owners.	Departments which they cross.
Tambo de Mora to Chin- cha Alta	6 $\frac{1}{4}$	P	Ica.
Pisco to Ica	46	N	„
Mollendo to Arequipa and Puno to Sicuani .	419	N	Arequipa, Puno, and Cuzco.
Vitor	7 $\frac{1}{2}$	P	Tacna.
Arica and Tacna ¹ . . .	38	P	„
	<hr/> 988 $\frac{1}{4}$ <hr/>		

P stands for Private and N for National.

INDUSTRIES

Coffee.—One of the staple industries of Peru is the cultivation of coffee trees, which grow with extraordinary luxuriance in the Montaña region of the country. Among Peruvian crops coffee now holds the position of first importance, and the export of this commodity is steadily on the increase.

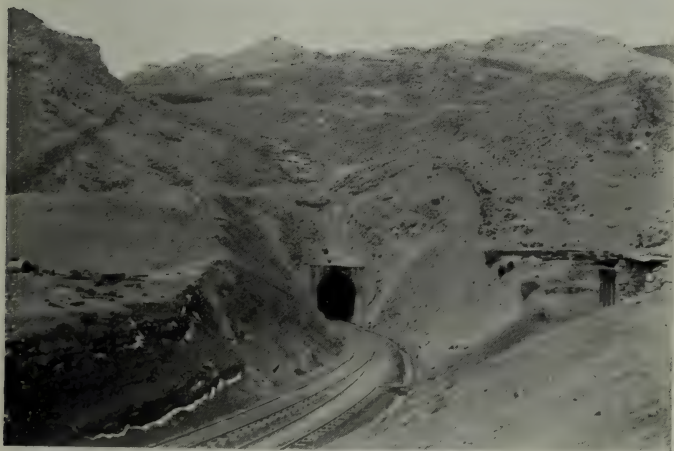
The owners of coffee plantations in the Montaña pay a class of men known as mejoreros at the rate of threepence for every tree planted and cultivated for three years. By this system the owner of a plantation has his land fully covered with coffee-producing trees at a very small cost; and as the mejoreros will mostly accept the greater portion of their wages in rations, the planter pays but little for a property which in a few years becomes very valuable.

The average coffee crop in Peru is about eight hundred pounds of beans to every full acre planted.

¹ Situated on the Littoral.



PORT OF CALLAO, TERMINUS OF THE CENTRAL
RAILWAY OF PERU



A TUNNEL ON THE CENTRAL RAILWAY OF PERU

Other Agricultural Products.—The principal agricultural product of the coast region of Peru is sugar, the average annual output of which is considerably over 150,000 tons. Cotton comes next in order of importance, the average export of this commodity being about 20,000 tons per annum. In many parts of the country cotton plantations are rapidly taking the place of sugar estates; and the production of this article is now larger than that of sugar; much, however, is required for home use. Maize, tobacco, and the cultivation of the vine form the other important agricultural industries.

Guano.—Along the Peruvian coast, some miles from the shore, are situated several small groups of islands upon many of which are valuable deposits of guano. The export of this valuable manure is, however, at present restricted owing to a concession granted by the Government of Peru to the Peruvian Corporation, who have, by their judicious management, not only improved the position of the foreign bondholders, but also done much towards the opening-up of the country. In the cancellation of the external debt of the Republic, the Government transferred to its creditors three million tons of guano, and a monopoly until this amount has been exported.

When Peru is released from this contract the Government will regain possession of a valuable source of wealth which can, then, be applied to the construction of railway lines and the improvement of the public roads.

Rubber.—Another very important and growing

industry is the collection and curing of rubber in the forest region. This, however, will be more fully dealt with in subsequent pages.

Minerals.—Peru relies for her future prosperity upon the exploitation of the great mineral wealth which exists in every department of the State. The variety and abundance of the deposits make this country one of the richest mineral regions of the world, and the very liberal and thoroughly sound laws of the mining code should stimulate the opening-up of many new enterprises during the next few years.

Gold is not only found in great abundance in the Sierra, but also along the coast and in the Montaña. The department producing the most silver is Junin, which is in railway communication with the capital; and the navigable tributaries of the Amazon which run through this territory afford through communication with the Atlantic Ocean.

Copper is principally found in the Andes, but deposits of this mineral have also been discovered in the coast region. Coal, iron, petroleum, and quicksilver are also found in large quantities.

GOVERNMENT, ETC.

The system of Government in Peru is representative and democratic, there being three separate powers, the Legislative, the Executive, and Judicial. The first of these three is vested in a Senate and House of Representatives; the Executive consists of the President of the Republic,

assisted by a Cabinet of Ministers; and the Judicial power is vested in a supreme court and nine superior courts.

The Republic of Peru has a well organized postal service, and is a signatory to the Universal Postal Union. There is also a good telegraph system connecting all the important cities and ports of the Republic, and many towns have good telephone services.

The people of Peru are exceptionally courteous, and their unbounded hospitality, both to their employees and visitors, at once goes straight to the heart of "strangers in a foreign land."

Foreigners may acquire territorial property under exactly the same conditions as the Peruvian citizen, and legal property of all description is inviolable.

The State guarantees the existence and diffusion of free primary education for the sciences and arts.

Peru is essentially a country for the English. Nearly all the important railways and public works have been constructed by British engineers and capital; the principal maritime commerce of the Republic is with that country, and is carried by the Red Ensign.

GOVERNMENT CONCESSIONS

GENERAL REGULATIONS REGARDING THE GRANTING OF RAILWAY AND MINING CONCESSIONS, AND THE LEASING OF RUBBER ESTATES

RAILWAY CONCESSIONS

The Republic of Peru offers a very wide field for the construction of railway lines, and the Government has created a fund of £200,000 per annum to be used in granting guarantees and offering other inducements to capitalists to open up railroads in the country.

In many parts the constructors of new lines could have the advantage of coast or harbour termini.

Concessions for the construction of railroads in Peru are granted by the Government in accordance with the Law passed by Congress in 1904, which empowered the Executive to carry out the construction of several important railways, either by granting the necessary land, and permission to develop the line for ninety-nine years, with a State guarantee of 6 per cent. for twenty years on the total capital invested; or by granting a monthly payment of a fixed sum for twenty years, which represents 5 per cent. on the total cost of construction. The Government may also grant per-



HARBOUR AT MOLLEND0, PERU

petual Concessions for the making of railroads, paying as an additional inducement any sum up to £1,500 per kilometre, provided that the amount payable in one year, either to one or more concessionaires, does not exceed the Budgetary resources set aside for railway construction or guarantees, which in 1906 and subsequent years will amount, unless abolished by decree, to £200,000 per annum. Congress has ordered that this sum shall be drawn from the tax on tobacco, which is henceforth entirely appropriated for this purpose.

The plans and all particulars of a proposed line must first be submitted for the approval of the Government, who may then authorize the necessary preliminary surveys to be carried out in conjunction with representatives of the concessionaires.

The many Articles of the Decree relating to railroad construction make it impossible to give any more than a brief *résumé* here, but the above general conditions show the many liberal concessions which the Peruvian Government have offered in order to induce capitalists to invest money in railway undertakings for the opening up of this remarkably rich State.

MINING CONCESSIONS

The region of the Andes has long been noted for its great mineral wealth; and the production of gold in Peru is decidedly on the increase. The new code will give a great impetus to the mining industry of the Republic.

The mining tax of Peru is £3 per claim, which covers ten acres in the case of platinum, gold, petroleum, tin, or coal; and about five acres when relating to other metals. There is practically no limit to the number of claims which may be held by one person or a syndicate, and there is a law in force which prevents any increase in the taxation of the mining industry before 1915. In the Sierra or mountainous districts gold is found mixed with silver and copper. The most abundant zones in this portion of the country, and the best for prospectors, are Huanuco, Aymaraes, and Colabamba. On the Peruvian coast the most auriferous region is Camana; and in the Montaña, or forest region, Paucartambo, Sandia, and Carabaya. The two latter districts, in the department of Puno, are by far the most productive and best, as they are in a well watered and most fertile region. In the days of the Spanish Empire, Sandia was noted for its extraordinary mineral wealth.

Want of technical knowledge and capital are the only things which prevent the gold production in Peru from astonishing the Eastern Hemisphere.

The most productive districts for silver mining are Cerro de Pasco in the department of Junin, Yauli, which lies further south, and the province of Haurochiri; over ninety silver mines, however, are being worked in various other regions, and the results generally have proved very satisfactory.

The richest districts in copper are Cerro de Pasco, Yauli, and Moquegua. The export of



AT THE FOOT OF THE GREAT ANDES ON THE OROYA RAILWAY, PERU

this metal from the Republic averages over 12,000 tons per annum.

The development of the coal-mining industry in Peru will undoubtedly open up many industries which, owing to the price of imported coal and the difficulties of transport, have hitherto been financially impossible. Coal exists in large quantities on the north-western coast of Peru. A curious sight, which further demonstrates the extraordinary abundance of coal in this region, may occasionally be seen from the decks of passing steamers—the waves beating against the cliffs and rolling back blackened by coal dust.

Petroleum, mercury, sulphur, salt, borax, and alabaster are also found in large quantities.

Every new expedition into the vast semi-explored interior to prospect leads to the discovery of some rich mine, and it is undoubtedly to this industry that Peru must look for its future prosperity.

IRRIGATION OF WASTE LANDS

One of the most promising openings for the investment of foreign capital in Peru is in the irrigation of waste lands. The State grants to the capitalist the full rights of ownership of all territorial extensions which he irrigates.

Concessions will be granted for the utilization of waters when these belong to the public. All rivers, torrents, and springs are thus free to be used for irrigation purposes when they have not already been appropriated.

A good method to obtain, at a comparatively

small cost, the necessary land for a large estate is to apply for an irrigation concession, and, when granted, commence work by constructing small canals or sinking artesian wells. All land so irrigated will become the absolute property of the concessionaire, who will also have the advantage of a permanent water supply and the comparatively cheap labour obtainable on the coast of Peru.

There are excellent openings in many Peruvian towns for palatable water supplies, and the profits from these undertakings have hitherto proved very good.

RUBBER ESTATES

The good results obtained by estate owners in the Montaña, especially in the departments of Cuzco, Puno, Junin, and Huanuco have greatly stimulated the rubber industry of Peru.

The forests in these regions contain a very large proportion of caucho trees, which have to be dealt with under special regulations. The Government therefore decided to adopt two separate forms of contract for concessions.

The first form is for the leasing of a few hectares of land, for the term of ten years, upon the condition that no trees shall be cut down or destroyed, and a royalty of four shillings for every one hundred and one pounds of rubber extracted must be paid by the concessionaires, together with the export duty, which amounts to eight cents of a Peruvian sol (about 2*d.*) per kilogram of ordinary rubber, and five cents of a sol on caucho, payable



TICHO STATION, CENTRAL RAILWAY OF PERU
(ABOUT 13,000 FEET ABOVE SEA LEVEL)



CHAUPICHACA BRIDGE, CENTRAL RAILWAY OF PERU

at the Custom House, upon the exportation of the rubber.

The second form of contract is for the renting of "estradas gomeras," or rubber walks. Each round, or walk, contains one hundred and fifty rubber-bearing trees, and the concessionaire is required to pay a rent of fivepence per annum for each walk, and the same amount for each two acres of ground upon which the trees are situated. This is, of course, in addition to the ordinary export duty.

To gain a concession under either of these forms of contract, the prospective lessee must first employ an expert surveyor, who must be nominated by the Government; plans must then be drawn up and also accepted by the Minister of Industries.

The concessionaire is required to give a guarantee, at the rate of two shillings, nominal value of the bonds of the internal debt, for each two acres of land occupied by the rubber concession. In the case of the first form of contract, ten shillings must likewise be deposited in the same bonds. The interest from these deposits is either paid, or accumulates in favour of the concessionaire.

It is easily seen that these are wise regulations, for they prevent large tracts of land lying idle through apathy, or want of means, on the part of the lessees, and the deposit has the advantage of not being an objectionable tax, but merely a small investment.

The policy of the Peruvian Government is cer-

tainly most generous, and is well calculated to protect and advance the india-rubber industry. Under the first form of contract the Government only participates in the results; should no rubber be extracted from the trees, then the State requires the concessionaire to pay nothing. Under the second form of contract the Government requires such a small rent that nearly all the rubber enterprises of Peru, working under these conditions, are paying well. The absolute and perpetual ownership of Montaña lands can be acquired at the rate of ten shillings for every two and a half acres.

Many nations have already realized the immense and profitable openings for capital and skill in the Republic of Peru. When others turn their eyes to this "Ophir of the West," then the natural riches of this vast tropical country will cause the Republic to grow with surprising rapidity.



THE REPUBLIC OF PARAGUAY



VIEW OF ASUNCIÓN FROM THE ROOF OF THE RAILWAY STATION SHOWING THE LAGOON AND PORT.

THE REPUBLIC OF PARAGUAY

GENERAL DESCRIPTION

THIS country, which has an approximate area of 196,340 square miles, is situated in the southern portion of South America, being an inland state, surrounded by the Republics of Brazil, Argentina, and Bolivia.

Although without a sea-board, Paraguay possesses a magnificent hydrographical system which affords a direct and reliable means of communication with the Atlantic Ocean. The river Paraguay, which flows across the whole territory from north to south, dividing the country into two portions, called El Gran Chaco (western half) and El Paraguay Oriental (eastern half), forms the great fluvial highway for the maritime commerce of the Republic.

The river route, from Asunción, the capital of the State, to the open sea, follows the river Paraguay southwards for a distance of 300 miles to its junction, at Tres Bocas, with the Rio Paraná, which is then descended for 800 miles, and the broad estuary of the Rio de la Plata forms the outlet to the ocean.

This remarkable combination of rivers, leading direct to the capital of Paraguay, is navigable for

steamers of moderate draught, thus connecting this inland state with all countries of the world.

Eastern Paraguay, or Paraguay Oriental, which is by far the most inhabited portion of the country, is composed of a succession of low hills covered with vegetation, which extend to within a few leagues of the frontier; then come the dense virgin forests which encircle the north and east of the Republic, making communication by land in this direction a noteworthy feat of exploration.

The land bordering the Paraguay river and the valley leading from Asunción, the capital, to Villa Encarnación, form the inhabited eastern portion of the country, and here railway lines connect the various towns and villages.

Western Paraguay, or El Gran Chaco, as it is called, extends from the north-western side of the Rio Paraguay to the Bolivian frontier, and has an area of nearly 100,000 square miles. Although this large territory is undoubtedly very fertile, only a small portion is under cultivation. A wide area is covered by immense forests, but these are intersected by magnificent pasture lands of considerable extent. The extreme north of this huge plain is almost impenetrable owing to the many extensive swamps and lagunas filled with decaying vegetation, in which lurk alligators and many species of centipedes, scorpions, and snakes. The far-distant regions of this practically unknown territory are inhabited by several tribes of dangerous Indians; and the only towns of any importance whatever, situated in the Gran Chaco, are Bahia Negra and Villa Hayes, but several

large cattle-ranches and farms are scattered over different portions of this territory.

El Gran Chaco, which is considerably the largest portion of the country, notwithstanding the fact that it is, as yet, practically uninhabited, is, without doubt, a most fertile region, and the central portion is eminently suitable for the establishment of immigration colonies owing to the salubrity of the climate, which can only be likened to a perpetual Mediterranean spring.

Paraguay is traversed by one range of low mountains, from the north to the south, named the "Cordillera de Amambay," which cuts across the Paraná river, forming the little-known Guayrá Falls. These falls, which were, until quite recently, almost inaccessible owing to their position in the midst of virgin forests on the Paraguayan north-eastern frontier, and have been visited by few white men, are among the largest and most magnificent in the world. The Rio Paraná, which above the falls attains a width of two and a half miles, suddenly contracts to seventy yards on the brink of a precipice about sixty feet deep. The swollen waters plunge over in a volume greater than that of Niagara, and swirl off amid a cloud of mist and spray through a rocky gorge into the depths of the boundless forests.

The two most important rivers which flow through Paraguayan territory are the Rio Paraná, which rises in the State of Goyaz, Brazil, and has a length of over two thousand miles, and the Rio Paraguay, which also has its source in Brazilian territory, and flows southwards for a distance of

nearly two thousand miles to its confluence with the Paraná.

The principal ports on the river Paraguay, going from north to south, are Port Casado, Villa Concepción, San Pedro, Asunción (the capital of the Republic), Villa Franca, and Hiamaita, which is situated near the southern frontier. That on the Rio Paraná is Villa Encarnación, which is in the south.

The vast interior of Paraguay is principally composed of dense forests of giant trees covered with creepers and a variety of beautiful flowers. Few countries in the world can produce such a magnificent natural aviary as can be seen in these jungles. In many parts the trees, which are interlaced by the growth of ages, literally abound with the gorgeous plumes of birds, and a more magnificent scene than is here presented it is difficult to imagine. The wealth of these forests, however, lies in the rich yerbales, or groves of maté trees.

The chief industry of the country is the collection and curing of the leaves of these trees. So valuable are the yerbales, that the export duty forms an important item in the revenue of the country. The dried and powdered leaves are used throughout the whole of South America for making maté tea, the universal beverage of the Latin-American people.

CLIMATE

The climate and health conditions of Paraguay vary considerably. In the Chaco many parts



CUSTOM HOUSE AND RAILWAY WHARF, ASUNCIÓN.



PATIÑO-CUE STATION—CENTRAL PARAGUAY RAILWAY.
AN EXCURSION TRAIN WITH A BAND IN ONE OF THE OLD-FASHIONED
THIRD CLASS OPEN COACHES WHICH ARE NOW BEING SUPERSEDED.

are uninhabitable owing to the mists rising from the swamps, but in by far the largest portion of the country the climate is exceptionally healthy. The average temperature at Asunción is about 70° Fahr.; the maximum in summer is 104° Fahr. Frosts occasionally occur on the heights, but snow is entirely unknown, even on the mountains. Thunderstorms, however, are frequent in all parts of the country. At times the sky blazes with electric flashes, lighting up with a peculiar brilliance the darkest recesses of the forests. There is little danger, however, from these atmospheric disturbances, and the rainfall is everywhere abundant during all seasons of the year; for this reason a high point of vegetation is reached.

CHIEF TOWNS

ASUNCIÓN, the capital of the Republic, is situated on the left bank of the river Paraguay. This city, which is clean and fairly well paved, is laid out upon the general Spanish-American system, with the streets running at right angles to each other, and possesses several fine buildings, among which must be mentioned the Government Palace, Cathedral, Hospital, Theatre, and the new station of the Central Paraguayan Railway, which valuable property is owned by an English company.

The various portions of the city are connected by tramways, and an electric light undertaking has now been established.

The houses of the capital are principally of one storey only, having flat roofs, which are often

decorated with flower-beds and used for promenading in the cool of the early evening. In the suburbs, the fine residences are usually surrounded by gardens filled with a great variety of flowers and fruit. The general appearance of Asunción is neat and attractive.

Second in size and commercial importance comes VILLA RICA, which is situated in the interior some ninety miles from the capital, with which it is connected by railway. The other most important cities of the country are: VILLA CONCEPCIÓN, VILLA ENCARNACIÓN, SAN ESTANISLAO, LUQUE, CAAZAPÁ, and CARAPEQUÁ, all of which have over ten thousand inhabitants.

Paraguay, considering its size, has received a fair share of the great stream of immigration which is constantly crossing the Atlantic from Europe, and several thriving Spanish, Italian, and German settlements have now been established for many years. The largest and best known of these are SAN BERNARDINO, the lake-side summer resort of the best society of the capital, and VILLA HAYES so named as a compliment to the illustrious ex-President of the United States, to whom the frontier dispute with Argentina was submitted for arbitration, with the result that the rich country in which the settlement now stands was adjudged to be within the rightful limits of Paraguayan territory.

COMMUNICATIONS

Communication within the Republic is maintained by one important and well equipped railway which runs across the south-western corner of the State from Asunción to Villa Rica and Pirapo, from which place the road is being pushed forward to Villa Encarnación, the chief port on the Paraná river, and conveniently situated opposite Posadas, the terminus of the Argentine Railway from Buenos Aires. The length of line actually in operation is approximately 180 miles, but considering the activity with which the extension to Villa Encarnación is being carried out, it will be possible within a year or two to travel by railway into the heart of South America, from Buenos Aires on the coast to the capital of Paraguay.

Fluvial navigation affords the principal means of communication within the Republic. The two fine rivers, Paraguay and Paraná, which encircle the richest portion of the whole country, form magnificent natural highways for the conveyance of passengers and goods to and from the interior.

River steamers, possessing in many cases all the latest improvements, and equipped with electric light and fans, ply regularly between Asunción and Buenos Aires, the Argentine capital, the voyage occupying about five days.¹ Regular services of steamboats also place the capital of Paraguay in direct communication with Montevideo

¹ The down journey with the tide can now be accomplished in just over three days.

(Uruguay), Villa Concepción, Villa Encarnación, Corumbá, Corrientes, Posadas (Argentina), and Murtinho (Brazil).

The postal system of Paraguay is thoroughly efficient and well organized, considering the great difficulty experienced in all sparsely populated countries in the delivery of letters and parcels to outlying farms and small villages, perhaps cut off from the nearest town by two hundred miles of forest and prairies. Telegraphic communication is now available with all the principal towns on the river banks and railway lines; a junction has also been effected with the Argentine lines of El Chaco, which gives through telegraph and cable communication with all parts of the world.

INDUSTRIES

Agriculture.—The most important industry of the country is agriculture, which has greatly increased during quite recent years. Nearly all the lands bordering the great rivers are now occupied, and also much of the southern portion of the interior.

The staple productions are mate, from the yerbales of the east, sugar-cane, tobacco, cotton, mandioca, Indian corn, coffee, rubber, fruit, and rice.

Cattle-breeding.—Cattle-breeding is largely carried on in the provinces of San Pedro and Concepción, also in the territory of El Gran Chaco. This important industry is exceptionally profitable in Paraguay owing to the low price of rich pasture



IN THE PIRAPÓ FORESTS, CENTRAL PARAGUAY.



LAKE IPACARAY,
AT THE FOOT OF THE ÆLTOS MOUNTAINS, PARAGUAY.

land and to the salubrity of the climate in most parts. The success which attends cattle-raising is proved by the fact that after the war of 1870 only a few thousand animals remained alive, and to-day there are nearly three million head of cattle, two hundred thousand horses and mares, and half a million sheep feeding on the prairies of the Republic.

Minerals.—No effort has yet been made to exploit the mineral wealth of Paraguay, notwithstanding the constant discovery by geologists and travellers, of iron, manganese, coal, copper, and other minerals in several regions. In the district of Caapucu, and in the Cordilleras, iron and manganese exist in large quantities, and the surrounding forest of giant trees would afford abundant fuel for smelting purposes.

At present, however, little is known regarding the best localities for mining purposes, as but few prospectors have searched any portion of the country; but the existence of extensive coal-fields in the south, and veins of copper in the north of the State, has been proved conclusively by repeated expeditions made for geological and metallurgical purposes by Government officials.

FOREIGN TRADE

The foreign commerce of Paraguay is almost entirely conducted through the Republics of Uruguay and Argentina, as the River Paraguay is not navigable for ocean steamers as far as Asunción. Montevideo is the principal and cheapest

port for the transshipment of merchandise on its way to and from the Republic, although Buenos Aires receives a considerable portion. The United Kingdom exports to Paraguay about 40 per cent. of the total imports of that country, but receives little in return. France and Germany are steadily gaining a market in the Republic, and if the increase continues upon the same scale as the last few years, these countries will soon become successful rivals of Great Britain. Even now there are six times as many German commercial establishments in Paraguay as there are British or French.

The articles imported consist principally of dry goods, tools, drugs, hats, cloths, firearms, crockery, and steel implements. The exports comprise all the products of agricultural and pastoral industries.

CONSTITUTION

Since the Paraguayan War of 1870 the Constitution has been modelled on the United States' form of Republican Administration—there being two Houses, one of Senators and one of Deputies. Members of the former are elected by universal suffrage in the proportion of one for every twelve thousand inhabitants, and of the lower house one for each six thousand inhabitants. Senators are elected for the term of six years, but one-third of their number are compelled to retire every two years; Deputies only for four years, half their number being changed every two years.

The President of the Republic, and the Vice-

President, who is also President of the Senate, are elected for four years.

Paraguay's gallant stand against the united forces of Brazil, Argentina, and Uruguay, although a deed of which any country might be proud, had disastrous results. The country was devastated, and nearly half the male population was killed during the three years of this war. Since then the Paraguayan standing army, which is partly composed of natives, has only consisted of about two thousand men; and her river gunboat flotilla comprises but few vessels, which are now mostly employed on Revenue and police duty.

This protracted campaign greatly retarded the natural development of this small but rich State and the political troubles which followed caused the cessation of business for several years, with the result that Paraguay is only now entering upon her years of prosperity.

GOVERNMENT CONCESSIONS

NOTES REGARDING THE LEASING OF PUBLIC LAND;
AGRICULTURAL COLONIES; COST OF A SMALL
ESTATE; IMPORT AND EXPORT DUTIES; AND
INDUSTRIAL ENTERPRISES.

Paraguay is now in the early stages of commercial development, and needs both capital and labour to promote the exploitation of its natural riches. In exchange for these services the Republic has much to offer in the way of rich agricultural and pastoral lands, deposits of minerals, and profitable openings for all public works suitable for a country which, although fertile and to a certain extent populated, is as yet only in part developed.

Financiers and colonists will realize that countries in the making are mostly willing to make large concessions in order to induce the investment of capital and the cultivation of the soil, which means eventually increased revenue for the State; and Paraguay being no exception to this rule, the Government will look with favour upon all foreign enterprises which tend to the commercial development of the country. Although free concessions of land, except to immigrants and colonists, are not granted, the price of large tracts of country suitable for pastoral undertakings is placed at



CONSTRUCTING THE CENTRAL PARAGUAY RAILWAY.
WORKMEN CUTTING AN APPROACH TO THE RIO PIRATÔ.

such a very low figure that persons and companies having for their object the acquirement of territorial extensions for any purpose would find it difficult to discover a country in which land could be more cheaply purchased.

All territory still remaining the absolute property of the Government is divided for purposes of sale into five classes, according to its situation. The following list gives the names of the Departments in which the different classes of land are situated, together with the price per square league as fixed by the Government.

FIRST CLASS LANDS

Departments.—San Lorenzo del Campo Grande, San Lorenzo de la Frontera, Villosa, Ipane, Guarambare, Villa Oliva, Emboscada, Villa Franca, Luque, Villa Humaita, Limpio, Ita, Villa del Rosario, Villa del Pilar, San Estanislao, Acahay, Tabapy, San Miguel, Arroyos y Esteros, Villa Concepción, Villa de San Pedro, Pirayu, San José, Caazapa, Itaugua, Aregua, Yaguaron, Atira, Barrero Grande, Altos, Ibitimi, Tobati, Villa Florida, Villa Encarnación, Villa Rica, Itacurubi de la Cordillera, Caacupe, Valenzuela, Quiguio, Paraguarí, Carapegua, Caraguatay, Quiiadi, Caapucu, Ihacanguazu, Mbayapey, Ibicui, San Juan, Bautistu de las Misiones, Itape del Rosario.

Price per square league in hard dollars current funds, 1,200.

SECOND CLASS LANDS

Departments.—Santiago, Lima, Laureles, Pedro Gonzalez, San Ignacio, Santa Maria, Ytu, San Juan, San Joaguin, Ajos, Carayao, San Pedro de Paraná, Jesus y Trinidad, Santa Rosa, San Cosmo, Unión, Tacuati, Hiaty, Neponmuceno, Bobi, Isla Ombu, Tacuaras, Yabebiry, Yatahity, San Juan, Bautista de Nembuen, Horgueta, Desmochados, Guazucua, Carmen de Paraná, Mbnayaty, and also the whole territory included between the confluence of the rivers Aquidaban and the Paraguay as far as the Rio Apa.

Price per square league in hard dollars current funds, 800.

THIRD CLASS LANDS

Departments.—This class comprises the lands between the Pilcomayo river and Villa Concepción, in the Grande Chaco fronting the river Paraguay at a distance of ten leagues inland.

Price per square league in hard dollars, 300.

FOURTH CLASS LANDS

Departments.—The lands of the fourth class comprise the stretch of country between Villa Concepción and the Pilcomayo river, in the Chaco.

Price per square league in hard dollars, 200.

Lands of the fifth class are those not referred to in the foregoing, and are mostly situated at a distance from the populous centres. The price being \$100 per square league.

Payment for land can be effected in four yearly instalments; the first to comprise 25 per cent. of the total amount.

The cost of a cattle ranch, having an area of about four square miles, and stocked with one thousand animals, including the cost of extra labour, erection of a wooden house and fencing-in, is estimated to be approximately \$10,000.

In Paraguay there are colonies of Swiss, French, German, Italian, Spanish, and Portuguese, which are, in most cases, doing well.

There is a good opening for the establishment of industrial enterprises which do not require the employment of a number of highly skilled artisans, and which could profitably use the raw material of the country.

The principal manufactures at present are cotton fabrics, sugar, tanneries, pottery, rum, and Paraguayan lace, which is called *nanduti* owing to its resemblance in texture to the cobweb. This lace is a speciality of the country, being made solely by the Paraguayan women, who display great skill in the working of handkerchiefs, mantillas, curtains, and other useful, as well as ornamental, articles.

The import duty on merchandise not included in the free list ranges from 2 per cent. to 80 per cent. *ad valorem*; but the things most needed are admitted free of duty in order to encourage their

importation. This often affords a ready way of telling whether or not certain articles are in immediate demand, and should, not only in this country, but in many others, prove a reliable guide to manufacturers as to what is novel and most required.

The only products subject to export duty are tobacco, maté, and ox-hides.

Paraguay has received only a very small portion of the British capital invested in South America, which amounts approximately to the enormous sum of £500,000,000, not including the private investments of individuals, and in consequence has not attained the same standard of commercial development as many of the more favoured States. The only apparent reason for this, as the whole country is undoubtedly very rich, is its inland position, which till recent years made the difficulties of transport very great, and thus not only deterred colonizers from visiting the country to see for themselves what inducements it had to offer, but also placed many obstacles in the way of its natural expansion and development.

The linking up of the Paraguayan railways with those of Argentina, and the comparatively cheap steamboat communications, will give a great impetus to the commerce of the country. Within the short space of a year or so, when Asunción is joined by railway with the sea-coast, financiers from all the European centres will, doubtless, turn their attentions to this new field for investment, and the competition will cause a rise in the price of agricultural, pastoral, and forest land,



PARAGUAY

Statute Miles

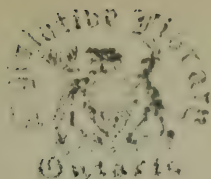
- Railways
- Do projected
- Roads
- Tracks
- Telegraphs

which forms the dormant wealth of the State. For this reason and many others those who desire to secure many valuable concessions should lose no time in applying for them.

THE REPUBLIC OF URUGUAY



THE PORT OF MONTEVIDEO FIFTY YEARS AGO
FROM A PAINTING BY EDWARD DE MARTINO, C.V.O.



THE REPUBLIC OF URUGUAY

GENERAL DESCRIPTION

THE fortunes of this now prosperous and settled Republic have been varied in the extreme. Formerly a colony of Spain, an outlying province of the Spanish Empire, it was united early in the eighteenth century to the Argentine Confederation, afterwards being annexed by the Crown of Portugal, and later becoming a portion of Brazil. With the dawn of the nineteenth century the national spirit of patriotism rose like an angry sea, ruffling the tranquil surface of the whole country, and, owing to the bravery of the famous "Thirty-three," Uruguay was able to proclaim its independence on 25th August, 1825. This caused the war between Brazil and the Argentine Confederation, but owing to the mediation of Great Britain war ceased and all nations agreed to recognize the Republic of Uruguay as a Sovereign State.

The area of this country, which until recent years was known as the *Banda Oriental*, is approximately 72,112 square miles, being about two-thirds the size of the British Isles. Not a large country if compared with several of the other nations of the New World, but one favoured by

Nature climatically, geographically, and topographically.

Its fortunate position on the east coast of South America, at the mouth of the famous Rio de la Plata, assures for it in the near future a prosperity with which several of the more western countries of the Continent, being so much further removed from the commercial centres of Europe and the United States, will find it hard to compete successfully. It is bordered on the north by Brazil, on the east by the Atlantic, on the west by the river Uruguay, and on the south by the river Plate.

Topographically, Uruguay is a well-watered country; hilly, but not mountainous. Its natural features ensure to the Republic a brilliant future. On the wide stretches of fertile grass lands sheep and cattle can be reared in such quantities, and at so comparatively small a cost, as to make this country a pastoral paradise.

Although much of the capital and labour in Uruguay is devoted to cattle-breeding and sheep-farming on a large scale, the Departments of the south are *par excellence* agricultural regions. In the provinces of Maldonado, Canelones, and Colonia there are many prosperous agricultural colonies; notable among which is the Swiss colony and the Valdenese, which is composed entirely of Italians.

The Republic of Uruguay is divided into nineteen Departments, viz., Montevideo, Canelones, San José, Florida, Colonia, Flores, Durazno, Maldonado, Rocha, Soriano, Rio Negro, Pay-



A PEDIGREE RAM, BRED IN THE COUNTRY



A FIRST PRIZE-WINNER: SAN JOSÉ, URUGUAY

sandu, Salto, Artigas, Tacuarembó, Rivera, Cerro-Largo, Treinta-y-Tres, and Minas.

CLIMATE

This country, which is one of the most healthy in the world, has a climate not unlike that of Italy. The weather reports show an average of 244 sunny days out of the 365 in the year. In outward aspect Uruguay much resembles England during the summer months, being a succession of low hills and dales covered with grass and the varied foliage of a warm though not even semi-tropical climate.

The one feature which the country lacks is forests; only in the north and west do thick jungles break the monotony of the prairies. Unfortunately, the wholesale destruction of trees, which has already levelled the forests of the south, now threatens the north and west, and unless the Government prohibits this short-sighted massacre Uruguay will lose not only an important climatic and financial advantage but also her greatest natural beauties.

The absence of epidemics of tropical or contagious diseases shows conclusively the natural healthiness of the climate, and should prove a powerful factor in the inducement of European immigration.

What Uruguay most needs is healthy and industrious immigrants to people the vast tracts of land which remain uncultivated owing to the sparseness of the population. In the whole Re-

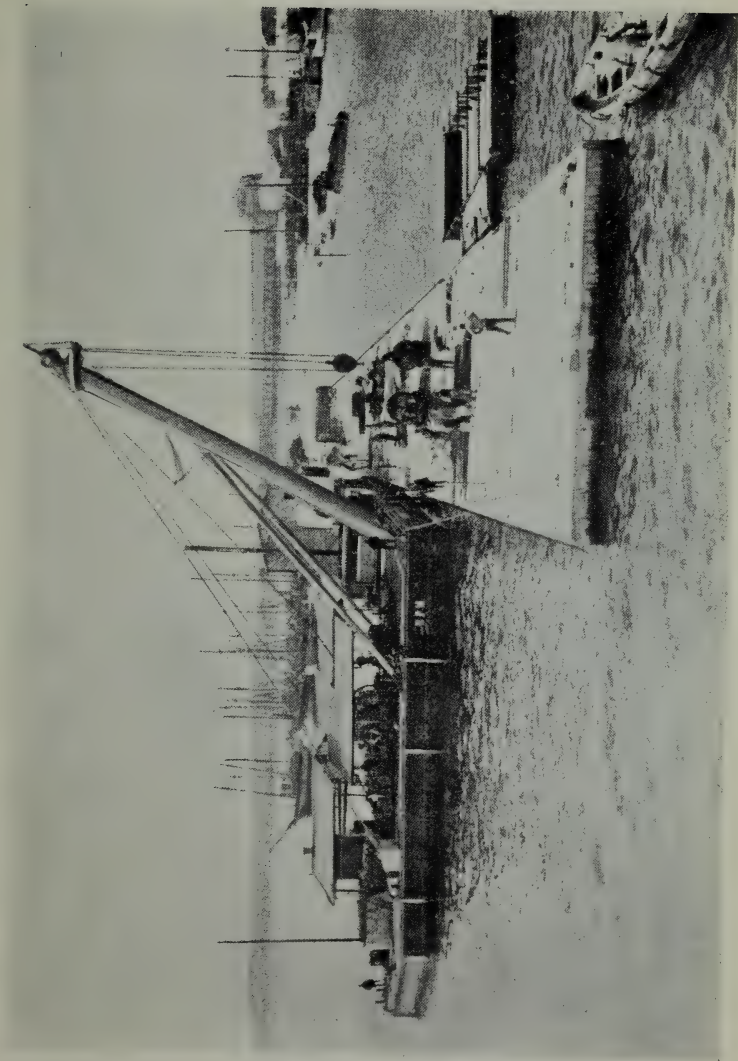
public the population averages only nine per square mile, whereas in Great Britain there are approximately 320 inhabitants per square mile.

Most of the European settlers in Uruguay belong to the Latin race—Spaniards and Italians heading the list. But the climate is eminently suitable to all Europeans, and there is no reason why thousands of emigrants from the crowded centres of the Old World should not profit by the broad expanse of fertile but unpopulated land which forms the prairies of Uruguay. The commerce with Great Britain represents 25 per cent. of the whole trade of the country, imports and exports combined; all the railways and many of the public works are constructed with British capital, and it may truly be said that of all the countries of South America Uruguay is the most British.

MONTEVIDEO

MONTEVIDEO, the capital and chief port of the country, is conveniently situated at the mouth of the Rio de la Plata, and is the emporium of the State.

The whole city is lighted by gas or electricity on the most modern principles; the streets are well paved with granite blocks, and the new drainage system places it on a level with European cities. Pure water is supplied from the works on the banks of the river Santa Lucia, over thirty miles distant from the city. Perhaps the most important undertaking at the present time is the construction, by a powerful French syndicate, of the new



NEW HARBOUR WORKS, MONTEVIDEO



A WOOL STORE, MONTEVIDEO

port of Montevideo. When these works, which will have cost sixty million francs, are completed the capital of Uruguay will possess one of the finest harbours on the east coast of South America.

Another feature worthy of mention is the admirable tramway system which connects every part of the city. One hundred and forty miles of lines are already laid, and during the last two years many of these lines have been electrified with eminently satisfactory results. The average number of passengers conveyed annually is forty-five millions.

The Montevideans are hospitable and cultured; many of the educated classes being perfectly conversant with several modern languages, among which English and French are usually included. The inhabitants of the capital have had the privilege of admiring many of the operatic and dramatic celebrities of the world, including Patti, Salvini, Rossi, and Sarah Bernhardt; there are several places of amusement, the principal of which is the Solis Theatre, a fine, well-lighted building equal in every respect to many of those in European cities.

The British residents in Montevideo possess a fine club in Constitution Square. The regatta, which takes place annually between the English rowing clubs of Buenos Aires and that of Montevideo, arouses much interest in the capital; and there is a sporting association which arranges cricket matches and race meetings at frequent intervals. The English in the capital also possess a church, hospital, and cemetery.

The suburbs are splendidly laid out on the Spanish-American principle, with broad avenues lined with trees, and many fine houses standing in their own gardens, which abound in semi-tropical foliage, plants, and flowers. The natural beauty of many of these gardens can only be compared with the floral displays in the finest hot-houses of Great Britain. The houses themselves are mostly two-storey buildings of massive architecture with commanding entrances.

From the "azoteas," or flat roofs, fine views of the many picturesque gardens in the vicinity can be obtained. Many of these roof-gardens are prettily laid out with flowers; and the vine, which grows everywhere, is frequently used as a substitute for awnings for protection against the sun during the long summer.

Many of the seaside suburbs of Montevideo have been converted into small but fashionable watering-places, possessing all the attractions peculiar to continental seaside resorts in Europe.

During the summer season, which lasts from October to February, these pretty little places, several of which are only a few miles distant from the capital, are much frequented by all that is best in Montevidean society; casinos, bathing establishments, military bands, tea gardens, and fêtes may be numbered among the many attractions offered by the seaside suburbs of the capital.

Besides Montevideo the other important cities in Uruguay are, according to their commercial status, SALTO, PAYSANDU, MALDONADO, ROCHA, MERCEDES, FLORIDA, and SAN JOSÉ. These cities



PLAZA INDEPENDENCIA, MONTEVIDEO



CALLE AGRACIADA, MONTEVIDEO

cannot, however, be compared with the capital either in size or in respect to modern improvements.

THE "CAMP"

Many people have an erroneous impression that nearly every part of South America is uncultivated, disease-laden, and almost always in a state of civil war. This is not the case. Most of the large cities of the continent are modern in style, and possess all the latest improvements. That they are cosmopolitan is true, but, nevertheless, the bulk of the inhabitants are cultured and highly educated. Needless to say in the interior, in the mining camps or on the nitrate fields, it is frequently somewhat different. Here one may find the renegade as depicted or caricatured in many works of fiction.

The "camp" or prairies of Uruguay, however, are more civilized than the interior of several of the other countries. This can partly be accounted for by the fact that many railway lines of penetration now traverse the far interior. Another potent reason is that many of the large land-owners in this country are of English, Scottish, or French descent, and they, no doubt, have had a salutary effect upon the more volatile and quick-tempered Spanish, Italians, and Indians who predominate in many of the other countries.

The gaucho, or cowboy, of the Uruguayan prairies often wears a most fierce expression, which is augmented by the sombrero, riding-boots and heavy cattle whip, without which he is rarely

seen; but in reality he is most inoffensive and far less dangerous than many of the inhabitants of the more deserted spots in Europe. He is generous and hospitable to a marked degree, and above all is a fine horseman.

Away from the towns and railroads, nearly everything is accomplished on horseback. Even the newsboys and postmen ride. It is no unusual sight, though often an amusing one, to see the local priest riding to church.

Life on the grass seas of the Banda Oriental is now very different from what it was in the days when the cattle were wild, and used to roam at will over hill and dale. Nearly all the large ranches are now fenced in and the horses and cattle are by this means being gradually tamed. In the old days the life of a cowboy on these vast plains was truly an exciting and dangerous one. The cattle-thieves, "broncho-busters," and stampedes have so often been the subjects of romance that it would be superfluous to dwell further upon these scenes which are now fast passing away.

The wooden bungalows of the early settlers have been replaced in many cases by solid brick buildings; the estates fenced in with wire; and the whole country-side has assumed a more peaceful and settled aspect.

INDUSTRIES AND SPORT

Cattle-breeding. — The principal industries of Uruguay are cattle-breeding and sheep-farming. So successful have these proved that agriculture,



CATTLE ON THE WAY TO MARKET



SCENE ON A URUGUYAN ESTANCIA

mining, and all else have been greatly neglected. Nothing has proved so profitable in this country as these two staple industries. There are approximately 6,000,000 head of cattle, and no less than 15,000,000 sheep feeding on the vast pasture lands which stretch nearly all over the country. There are also about 500,000 horses and 20,000 mules. For every hundred inhabitants there are, as near as it is possible to calculate, 600 head of cattle, and 1,500 sheep. One of the largest cattle-breeding estates in Uruguay is that belonging to a well-known English firm, Messrs. Liebig. This firm owns and rents about 1,120,000 acres of land in Uruguay, Argentina, and Paraguay. At Fray Bentos on the river Uruguay it has established a large factory for making preserved meats and extracts.

Agriculture.—The success of pastoral industries has undoubtedly much retarded the increase of agriculture.

In the southern Departments, among the many kinds of fruit which grow in abundance, may be mentioned pears, peaches, plums, lemons, cherries, apples, and grapes. In the north, or semi-tropical region, cocoanuts, pineapples, bananas, and palm-fruit flourish. Quince trees are so abundant in many parts of the country that they constitute forests in themselves, and the making of quince-preserve forms an active and profitable industry.

At present but little land is under cultivation, although the yield per hectare sown with wheat averages 740 kilos. The agricultural colonies in south Uruguay are annually increasing in num-

bers and prosperity, but the population of the whole country is so small, when the vast extent of available land is considered, that unless the Government takes measures to divert a further stream of European immigration to Uruguay, the rapid growth of the country will be much retarded. In the interior the average population scarcely amounts to one per square mile, which is distressingly low for a country so naturally rich.

Sport.—Turning from the more serious business of life to that in which only the fortunate few can indulge, Uruguay offers a fairly good field to sportsmen with either rod or gun. The many rivers, lakes, and waterways abound in strange fish, and in the highlands, pumas, deer, and an occasional panther may be shot.

THE RIVER URUGUAY

The great River Uruguay is a continuation of the famous Rio de la Plata, and forms the frontier between Uruguay and Argentina. On its broad bosom the bulk of the merchandise from the interior is borne to the sea.

A voyage up the Uruguay in one of the small river steamboats is full of interest. In a single hour the aspect of the stream may have changed from a broad shining streak with low banks on the distant horizon, to a narrow, muddy, and swift running river with its edges covered with the tangled growth of ages. On the upper reaches of the river, near the Brazilian frontier, the climate becomes semi-tropical.

In the morning the banks are shrouded in damp mist, and as the sun mounts higher in the heavens the weed-filled river shines like a bar of gold. The vegetation on the banks changes from the light green of temperate climes to the bright and vivid colour of semi-tropical regions; tall palm trees rise majestically above the lesser growth, and orchids peep from beneath the exuberant foliage.

The several hundred miles of navigable river are so filled with islands of various sizes that in many parts it is impossible to tell where the mainland commences, or at which point an opening will be found for the steamer to penetrate. Another curious sight is formed by the masses of weed which float lazily on the surface, making the water look muddy and uninviting.

The numerous small schooners and bataloes, on the lower section of the river testify to the increasing trade of this great fluvial highway. The banks are everywhere studded with the white roofs of "Saladeros," or jerked beef factories, from which small wooden piers project into the water.

The great danger to small craft sailing on the lower reaches of the river, and more especially on the Rio de la Plata itself, is caused by the sudden and violent storms which sweep the surface of the water. In a remarkably short time these cyclones, or "Pamperos" as they are called, cause the surface to become a mass of foam-crested waves, and being usually accompanied by vivid lightning and thunder, they do considerable damage and are much dreaded.

FOREIGN TRADE

In the commencement of this chapter it was stated that Great Britain had, up to the present, succeeded in maintaining commercial supremacy in Uruguay. This certainly is the case, but the rapid growth of German enterprises and imports strikes the warning note. A few years ago Germany did but little trade with Uruguay, and now she is second only to England in the amount of business done.

The United States of America has, also, more than doubled her commerce with the Republic during the last ten years, and Belgium has made rapid strides which place her about fifth among the competing nations.

What is it that enables Germany and the United States to increase their trade with this country so rapidly? The reply cannot be given better or more accurately than in the words of Mr. R. T. Kennedy, His Britannic Majesty's Minister at Montevideo. "At the risk of repeating well-known advice, I am bound to warn British traders that they must 'wake up' and become less conservative in their attitude, and more adaptable in their procedure. They must watch the market, study the people, learn their wants, acquire a knowledge of the language, and when they have done all this, they must endeavour, like German merchants, with ready eagerness to meet and satisfy those wants and requirements. Above all, catalogues and advertisements, labels and directions on goods, prices, weights, and measures,

should always be translated into the Spanish language, which is spoken not only in Uruguay, but by over 30,000,000 people in the two Americas. Advertisements in local newspapers should be freely resorted to, and the fatal practise of employing foreign agents and foreign travellers to represent British interests should be abandoned wherever it is possible to replace them by British subjects who will take the trouble to learn the language and to study and respect the idiosyncrasies of the people with whom they wish to transact business. It must be remembered, too, that there are goods which are best sold because of their exceeding cheapness, regardless of the fact that they do not last and have often to be replaced. I refer specially to articles of feminine apparel, whose constant renewal, but not durability, is desired. German importers are adepts in the art of attractive packing and of 'getting up' their goods, and, above all, they give long credit and renewals. Six and nine months are the usual periods, with a discount of 5 per cent. if payments are effected within those periods, and there is, too, a readiness to extend the credit to twelve months if desired. British firms, on the contrary, never give credit for more than three months, of which at least one is lost, after receipt of the bills of lading, before the consignments actually reach the warehouses of the agents in Montevideo.

"We can learn much, too, in the same direction from our Italian and French competitors. The strong Parisian tastes and sympathies of the cultivated classes in this country are no doubt, to-

gether with their pleasant and tactful ways, powerful allies of French commercial representatives; but, on the other hand, it is gratifying to know that as a nation we are respected and esteemed, and that British subjects and British enterprises can count, so far as the Uruguayan Government and people are concerned, upon a fair field and upon fair treatment, so long, at any rate, as they maintain that high standard of commercial morality which has given to the phrase 'La palabra de un Inglés,' the popular meaning of honest and straightforward dealing."

One final suggestion I should like to offer before quitting the subject of the foreign trade of this country, and that is that British merchants should bear in mind that Uruguay is geographically and politically a distinct country from Argentina, and they should, therefore, abandon the practice of appointing agents who reside in Buenos Aires to represent them, and to push their trade in Montevideo.

RAILWAY SYSTEM

In face of the keen competition offered by the commercial rivals of this country in nearly all branches of Uruguayan foreign trade it is gratifying to observe that all the railways of the Republic are practically under British control, most of the lines having been constructed with capital drawn from the United Kingdom.

The total length of railways already in operation amounts, approximately, to 1,300 miles, and

is distributed principally between three main lines as follows:

Central Uruguay and extensions, 792 miles.

North Western, Midland, and Northern, 394 miles.

Eastern, 51 miles.

The Central Railway of Uruguay is now being extended to Centurion on the Brazilian frontier. A junction will be here effected with the Rio Grande Railway of Brazil.

This should tend greatly to increase the exploitation and commerce of north-eastern Uruguay, besides affording through communication between Montevideo and Rio de Janeiro, the capital of the United States of Brazil.

Several other lines are being either extended or connected up. When foreign nations grant concessions for the building of railway lines to substantial British or Colonial firms they do so because of the world-wide reputation for far-sighted and sound planning, combined with energetic and thorough workmanship, which characterize British constructors of railways in nearly all parts of the world. This may be seen in the many countries of South America, where British enterprise in this respect is placed in competition with that of other nations, the results being decidedly flattering to the former. More will be said with regard to the railways in Uruguay under the heading of Concessions; but we may remark here that great credit is due to the owners for the eminently satisfactory manner in which the lines

have been constructed and are now worked. Even Uruguayans themselves admit the comparative excellence of the system which has been profitably constructed in a land so sparsely populated, and are proud of their railways.¹

GOVERNMENT, THE PRESS, ETC.

Constitution.—Uruguay has adopted a system of Government much like that of all the States of South America. There are three separate powers; the Executive, composed of the President of the Republic, who appoints six Secretaries of State; the Legislative, or Senate, whose President is the Vice-President of the Republic; and the House of Representatives. Senators and Deputies are elected by universal suffrage, and the President of the Republic by the National Assembly for a period of four years.

The Press.—The press of Uruguay enjoys full freedom, and is guided by Spanish-American journalists of ability. Among the English newspapers circulating in the Republic must be mentioned the "Express," the "Uruguay Weekly News," and the "Montevidean Times," all of which have central offices in the capital.

Postal and Telegraph Systems.—The postal and telegraph systems are fairly good, and are being constantly extended. It must be borne in mind when carrying on correspondence with this country that although the fee charged for ordinary letters

¹ There is a general feeling, however, that the tariff rates are too high.



THE "TATTERSALL'S" OF MONTEVIDEO



RAMIREZ, A SEASIDE RESORT IN URUGUAY

from England to Uruguay is only $2\frac{1}{2}d.$, homeward bound correspondence is charged at the rate of $5d.$ per half ounce. Cables between England and the Republic cost $4s.$ per word either way.

Steamship lines.—Steamship communication between this country and Uruguay is well maintained by the following lines: The Royal Mail Steam Packet Company, Limited, the Pacific Steam Navigation Company, Limited, Messrs. Lamport and Holt's line, the Highland line, the Houlder line, the Houston line, the Nelson line, and the Prince line.

Before offering a few remarks upon the granting of concessions and other subjects of interest to those desiring information on the prospects of business in Uruguay, it is opportune to say something of the chief drawbacks, both real and imaginary, under which many South American countries suffer.

The most dangerous enemy of all these countries is the belief, now happily only shared by the few, that civil war may at any moment break out—in which event neither the life nor property of Europeans would be spared.

In answer to this let it be pointed out that every year sees these comparatively young countries more settled in administration, as well as in public spirit. Revolutions have now become so few and far between that the risk is really less than that of earthquakes, epidemics, or railway accidents in other lands, and to Europeans not nearly so dangerous or destructive. The belief

that the life and property of foreign residents are destroyed wholesale during these internal disturbances between two political sections is also entirely wrong. Seldom, indeed, even in the past, have either foreigners or their property been in jeopardy. In future their inviolability will doubtless be observed even should there be any slight political disturbance, which, as far as Uruguay, Argentina, Brazil, Chile, Bolivia, Paraguay, or Peru are concerned, seems every year less likely. This danger in all the countries of South America can therefore now be dismissed as entirely an imaginary one.

The real disadvantage, however, under which not only Uruguay but all these countries suffer, is lack of agricultural labourers and mechanics. If these can be attracted to the South American Republics, their home trade will doubtless increase by leaps and bounds, and their general commercial development will be greatly stimulated. The foreign commerce, however, undoubtedly receives a great check from the high protective tariffs which are imposed upon nearly all imports. In Uruguay the export duties on many finished products are certainly excessive, and unless they are reduced the commerce of the country will suffer considerably. Were these duties lowered by all the South American countries, their foreign commercial activity would receive a great impetus.

GOVERNMENT CONCESSIONS

THE DECREES AND GENERAL CONDITIONS RELATING TO THE GRANTING OF CONCESSIONS, PRICE OF ESTANCIA LANDS, RAILWAYS, PUBLIC WORKS, MINING, FLUVIAL NAVIGATION, AND COMMERCIAL NEEDS.

BRITISH capital, enterprise, and commerce, have ever been important factors in the development of the State of Uruguay. Much has already been accomplished by Englishmen and Americans on the vast prairies and in the cities of the Republic, but there remain few countries in the New World where better opportunities exist, and where the Government is more favourable to British enterprise.

For financial purposes this country should be looked upon as a fertile but sparsely populated tract of land, composed of an almost endless succession of undulating prairies, with one range of low mountains, the Cuchilla Grande, crossing the country from north to south, in the vicinity of which, and also in many of the rivers, mineral wealth has been proved to exist. A few railway lines, leaving immense tracts of rich pasture land unserved between them, completely cross the country. There is a magnificent sea-board on the Atlantic which, with the exception of the south (*i.e.*, the ports on the Rio de la Plata), is as yet but little used for maritime purposes, owing in some cases to the peculiar nature of the coast and the shallow-

ness of the water, and in many others to the lack of harbour facilities, even for coasting steamers.

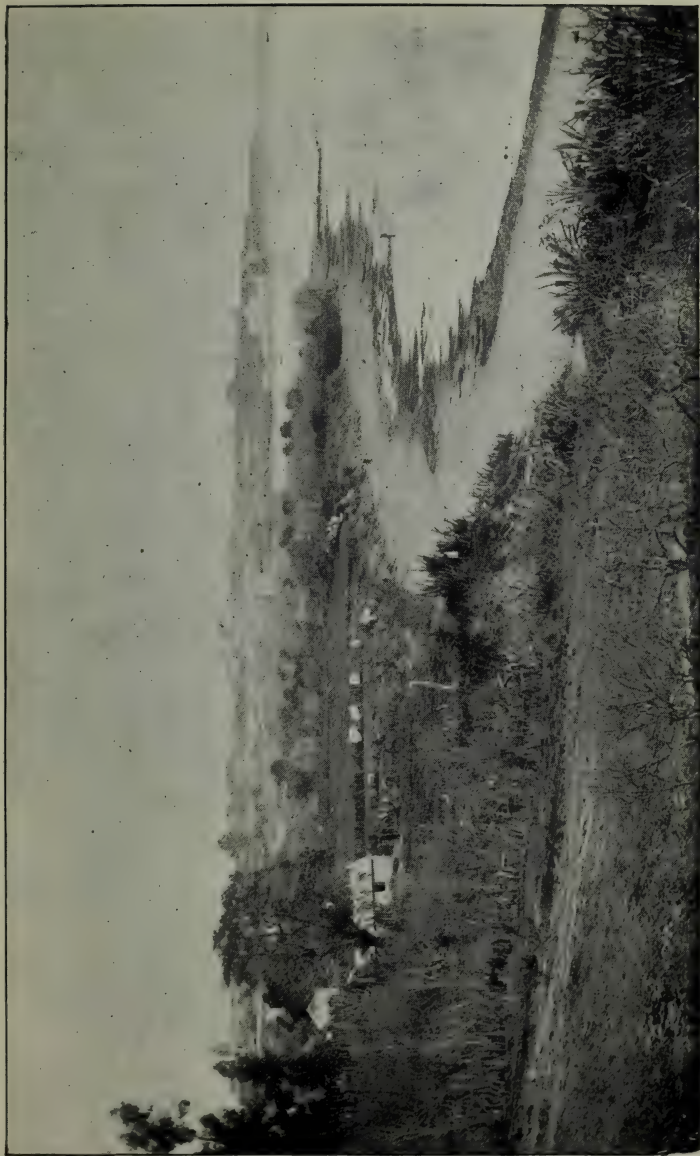
For commercial purposes Uruguay is a nation of about one and a half million people who speak the Spanish language,¹ and whose tastes and wants differ, among the various sections of the population, from the simple sombreros, coloured scarfs, and leather Hessians of the gauchos, to the refined and decidedly Parisian tastes of all the middle and official classes.

ESTANCIA LANDS

Cattle-breeding.—The great wealth of Uruguay lies in the rich soil and magnificent pasture lands which cover almost the entire area of the country. Cattle-breeding is the most important industry of the Republic; the nature of the soil being exceedingly well adapted for breeding purposes. Experience has shown that seven sheep can be fattened on about one and a half acres, and it is therefore not surprising to find that an enormous amount of capital is invested in live stock.

The Government of the Republic of Uruguay make no free grants of land except for purposes of railway construction or for the establishment of much needed public works. The price of land is comparatively high when compared with several of the larger states of the continent; and nearly all the land bordering the Rio de la Plata and Rio Uruguay has now become private

¹ The Spanish spoken in the two Americas differs slightly from the original language of Spain.



COLONIA, THE FIRST PORTUGUESE MILITARY STATION ON THE RIO DE LA PLATA
FOUNDED 1680

property. Large tracts of land for breeding or agricultural purposes can, however, be purchased at prices varying according to their proximity to, or distance from, a railway line or one of the main rivers. Lands situated some forty or fifty miles from any mode of transit can be purchased for about 50 per cent. less than the prices given in the following table, in whatever department they may be situated. It should be remembered, however, that estates bordering the river Uruguay, or other navigable waterway, are really more valuable than those bordering on the railway lines, as the rivers offer a much cheaper mode of transit, and ensure a plentiful supply of water. The following table shows the approximate price of land in each department of the Republic:

DEPARTMENT.	Price in \$ per Cudra.	Price in English money per acre.
Canelones	\$82.64 cents	£8 19 0
Colonia	39.16 "	6 8 2
San José	37.16 "	6 3 10
Soriano	49.46 "	5 7 1
Florida	44.00 "	4 15 4
Minas	27.14 "	2 18 9
Durazno	31.38 "	3 7 11
Flores	45.40 "	4 18 4
Salto	32.66 "	3 10 8
Paysandu	24.00 "	2 12 0
Rio Negro	25.50 "	2 15 3
Rivera	9.42 "	1 0 4
Artigas	12.66 "	1 7 4
Tacuarembó	17.60 "	1 18 1
Treinta y Tres	14.60 "	1 10 4
Cerro Largo	13.86 "	1 9 11
Rocha	14.86 "	1 12 1
Moldonado	28.00 "	3 0 8

Agriculture.—The success of cattle-breeding and the lack of adequate means of transport has greatly retarded the development of agriculture, but during recent years this industry has rapidly increased, and the areas now under cultivation are as follows:

Wheat	630,645 acres
Maize	530,395 „
Linseed	73,815 „

The yield per hectare, which is approximately equal to two and a half acres, averages about 730 kilos, when sown with wheat; 742 kilos, linseed; and 641 maize.

The chief agricultural departments are Montevideo, Colonia, Canelones, Soriano, San José, Minas, and Florida. There is no reason, however, except for the facilities offered for transport, why these departments should be better adapted for agricultural purposes than any of the more central ones.

There are several flourishing Spanish, Italian, and Swiss immigration colonies, situated in the departments of Colonia and Soriano. The establishment of *bonâ fide* undertakings of this kind would receive much assistance from the Government.

RAILWAY CONCESSIONS

Uruguay, although only a small state if compared with its huge neighbours Argentina and Brazil, is already well served by a network of railway lines over 1,300 miles in length. Junctions

with the Brazilian lines are being effected, and the ports on the river Uruguay are nearly all connected by rail with the capital.

The first railway constructed in Uruguay was the Central, which is, even now, by far the most important line in the whole country. The original concession for the construction of this line, which may be taken as showing the general conditions governing the granting of railway concessions in Uruguay, was that the land belonging to the State¹ was to be ceded to the company, and in addition the State guaranteed an interest of 7 per cent. on £10,000 per mile of railway constructed, provided the net receipts did not cover this interest. In return the company was to construct six miles of track within eighteen months, and a hundred and twenty miles in six years, unless the necessary funds for the completion of the line could not be raised.

The total number of passengers and goods carried annually over the lines of the various railway companies averages about 2,000,000 and 1,500,000 tons respectively.

There are, of course, fewer openings for new railway undertakings in this country than in several of the other South American States having much larger areas, with isolated mining districts or nitrate fields already opened up; but, nevertheless, the rich pasture and agricultural lands of the interior, and the mineral wealth, as yet almost unexploited, in the departments of Minas and Tacuarembó, which are at present

¹ This only refers to land actually the property of the State.

practically inaccessible for commercial enterprise, would form a promising field for the construction of railway lines, especially if worked in conjunction with Italian, Spanish, or Portuguese immigration colonies. Unless some provision were made for increasing the traffic on new lines it would be some years before thoroughly satisfactory results could be looked for, owing to the scantiness of the population.

The Government would favourably consider any satisfactory proposal for the construction of a railway line through the easily accessible territory of east-central Uruguay, or along the Atlantic coast. The country through which these lines would have to be laid is eminently suitable for railway construction; the absence of lofty mountains, tropical forests, and broad rivers, would reduce the cost of construction to a minimum, and simplify the after-working.

All applications for railway concessions must be placed before the Minister of Public Works, and the concessions must afterwards be ratified by Congress. The conditions are a matter of arrangement between the Government and the concessionaires; but it should be stated here that the establishment of Italian, Spanish, or Swiss immigration colonies along various sections of the line is considered necessary; and adequate financial guarantees must be given. Applicants for railway concessions who comply with these conditions will be most favourably received by the Government.

WATER WORKS

The rapidly growing cities of Uruguay offer many good openings for the establishment of palatable water supplies. The original concession for the Montevideo Water Works, which belong to an English company, conferred the following privileges, which were to last for a period of twenty years:

- (1) A monopoly of the sale of water in Montevideo.
- (2) Freedom from taxation and import duties.
- (3) A monthly subvention of 4,000 dollars.

The period of twenty years expired in 1891, and a new arrangement with the Government was made; the company being exempt from taxation and import duties, and the monthly subvention being reduced to 500 dollars.

MINING

The mineral wealth of Uruguay has been much neglected, and but few prospectors have made systematic explorations in any portion of the country. Gold mining is, however, now being carried on in the departments of Salto and Tacuar-embo, and copper and coal is also known to exist.

The discoverer of a mine has the right to claim a concession of sixty hectares of land when there is no other mine situated within a radius of one kilometre; otherwise only thirty-six hectares are

granted. The royalty on ores exported from the country is one-half per cent.

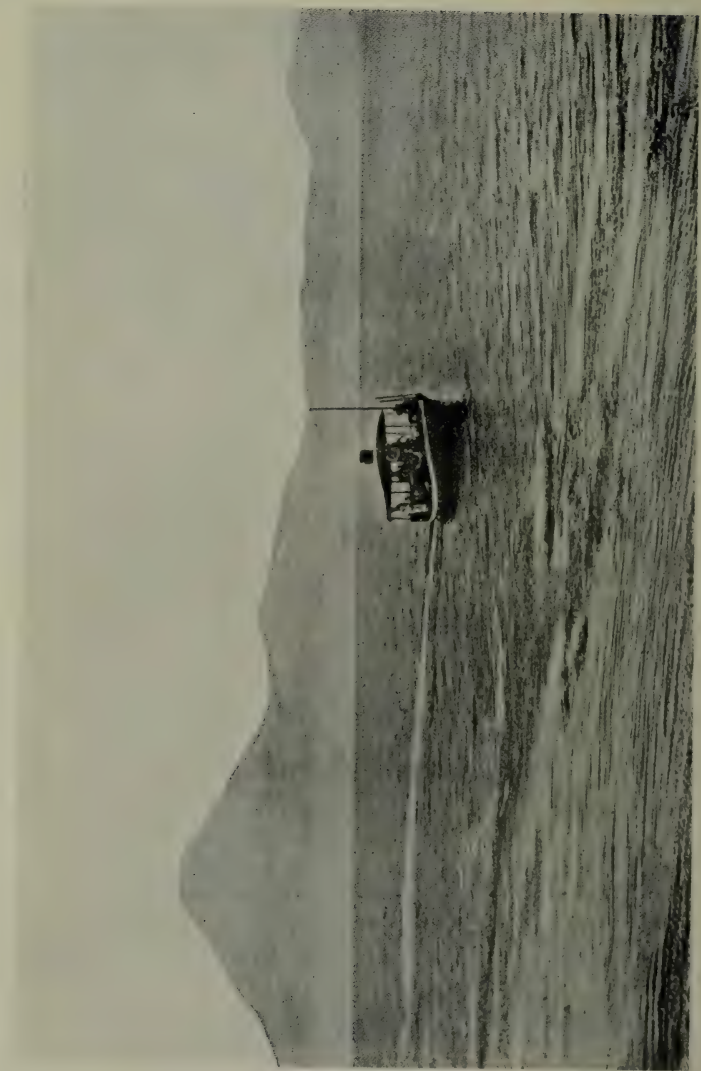
TRADE WITH GREAT BRITAIN

Having already given some particulars of the maritime commerce of Uruguay, it remains merely to add that the exports from Great Britain to Uruguay exceed the imports by an average value of approximately £1,500,000 per annum. The principal goods, at present, exported from this country to Uruguay are: cottons, woollens, mixed goods, machinery, galvanized iron, mercery, hardware, livestock, drugs, tea, and cocoa.

The imports from the Republic consist principally of wool, hides, and corn.

When looking to Uruguay as a field for enterprise, it should be remembered that the Government would grant valuable concessions and monopolies for the establishment of public works and fluvial navigation services; and, as will have been seen from the previous pages, this country offers not only a profitable field for the investment of capital, but also a magnificent and ever-increasing market for British manufactures.

THE REPUBLIC OF GUATEMALA



LAKE ATITLAN, GUATEMALA

THE REPUBLIC OF GUATEMALA

GENERAL DESCRIPTION

GUATEMALA, the most northern of the Central American States, is situated between $13^{\circ} 42'$ and $17^{\circ} 49'$ north latitude, and between $88^{\circ} 15'$ and $92^{\circ} 17'$ west longitude from the meridian of Greenwich. It is bounded on the west and north by the Mexican States of Tabasco, Chiapas, Campeche, and Yucatan, and on the north-east by British Honduras and the Gulf of Honduras; on the east by the Republics of San Salvador and Honduras, and on the south by the Pacific Ocean. The total area is about 48,000 square miles.

The coast line on the Atlantic, or Gulf of Honduras, is about 100 miles in length, and that on the Pacific, approximately 155 miles. The chief ports of the Republic, on the former ocean, are PUERTO BARRIOS (the terminus of the Transcontinental railway), SANTO TOMAS, and LIVINGSTONE; and on the Pacific, SAN JOSÉ (the south-western terminus of the Inter-oceanic line), CHAMPERICO, and Ocós. The principal fluvial ports, which are much used for internal communication and commerce, are PANZÓS on the Rio Polochic, GUALÁN on the river Motagua, SAN JERONIMO, and IZABAL, on the lake of the same name.

The hydrographical system of Guatemala may be divided into two watersheds. The Cordillera of the Andes, which runs from north to south of the country, affects the course of the rivers in such a distinct manner that the rainfall in the city of Chimaltenango, which is situated in the mountains, is equally divided; that falling in the north and east feeds the rivers flowing to the Atlantic, and the rain falling on the south and west goes eventually to the Pacific.

There are several lakes and small lagoons which join the network of waterways, thus affording many miles of continuous fluvial navigation. By far the prettiest and largest of these are Lakes Atitlan, Amátitlan, and Izabal, which afford some magnificent views of tropical and mountain scenery. The clear placid waters, shining like gold in the bright glare of the tropical sun; the olive green of the exuberant growth which covers the banks and surrounding hills, and the white bungalows of the estate owners, some of which have broad verandas overhanging the lakes, form a fascinating combination of light and colour.

The physical aspect of Guatemala is very mountainous. The whole centre of the country is broken by the lofty Andean range and its spurs, only the coast lands bordering the two oceans being but little above sea level. This central table-land, which has an area of some thirty thousand square miles, is by far the largest and most populated portion of the country, and upon it are situated all the important cities and towns of the Republic, with the exception of the coast ports.

CLIMATE

The climate of Guatemala, which is an inter-tropical country, varies according to the altitude. The greatest heat is found on the lowlands, and in the dense virgin forests of the coasts; on the central table-land, where stands Guatemala City, the capital of the Republic, it is semi-tropical, the average temperature being 80° Fahr. at a height of 3,000 ft., and 70° Fahr. at 6,500 ft.; on the lofty summits of the Andes it is often as cold as on the Siberian Steppes. There are two seasons, but there is little difference between them. Rain falls occasionally during the dry season, and almost every day during the wet season, which lasts from June to December. The rainfall during these months, although heavy, comes in tropical showers of short duration, after which the sun shines again, causing mists to rise in the low-lying swampy regions of the coast. The capital, Guatemala City, and many other towns enjoy a perpetual spring, with no extremes of either heat or cold—a climatic advantage possessed by very few countries.

INHABITANTS, CONSTITUTION, ETC.

There are over 2,000,000 inhabitants in the Republic, the most populated portion being the central table-land. More than fifty per cent. of the population are natives, or aboriginals, but the Spanish, American, English, German, and Italian

settlers are numerous. The Germans are principally engaged in agriculture, and those of other nationalities in commerce.

It is interesting to note here that although the national language is Spanish, the teaching of English and French in the educational centres is compulsory.

The form of government in Guatemala is republican, the President being elected by the people. The legislative is composed of members elected by universal suffrage at the rate of one member for every 20,000 inhabitants.

The standing army, although drilled in some cases by European officers, is comparatively small; but, as conscription is in force, an army of about 100,000 men could be organized in time of war.

Most of the cities and towns of Guatemala have post offices, and are connected by telegraph and telephone. The exceptionally cheap rate charged for the transmission of telegraphic messages causes this mode of correspondence to be very popular throughout the whole Republic, and the State derives a considerable revenue from this important source.

EDUCATION

The great struggle which is now being made to raise the standard of education over the whole Republic is attested by the increasing number of schools and libraries. Among the many affairs of state which have claimed the special attention of President Cabrera, education has been by no means the least important. There are no less than

1,264 elementary schools already established, and in addition to these there are colleges of law, medicine, engineering, pharmacy, elocution, music, and painting, besides academies for young ladies in several of the capitals of departments. Institutes of fine arts, commerce, and industry, as well as elementary and technical evening classes, are included in the education system of the country. In short, the question of education has received more attention, and is based upon a more practical plan, than in many of the larger states. Attendance at the national schools, which are spread all over the country, is compulsory.

Mention may be made here of the national scholastic celebrations, known as the *Fêtes* of Minerva, which are held throughout the whole country on the last Sunday in October of each year. In the capital and many of the departments there are buildings of bold architecture called the "Temples of Minerva," wherein the chief ceremonies take place; but every town in the country on that day holds festival. All the scholars and teachers of the Republic take part in the celebration, which also includes the public presentation of medals, for services to the State, by His Excellency the President.

CHIEF TOWNS

The largest and most important cities of the country are: GUATEMALA (the capital with over 100,000 inhabitants), MAZATENANGO, QUEZALTENANGO, RETALHULEU, HUEHUETENANGO, ANTIGUA,

TOTONICAPAM, CHIQUIMULA, ESCUINTLA, SAN MARCOS, SOLOLÁ, PANZÓS, ZACAPA, and GUALÁN.

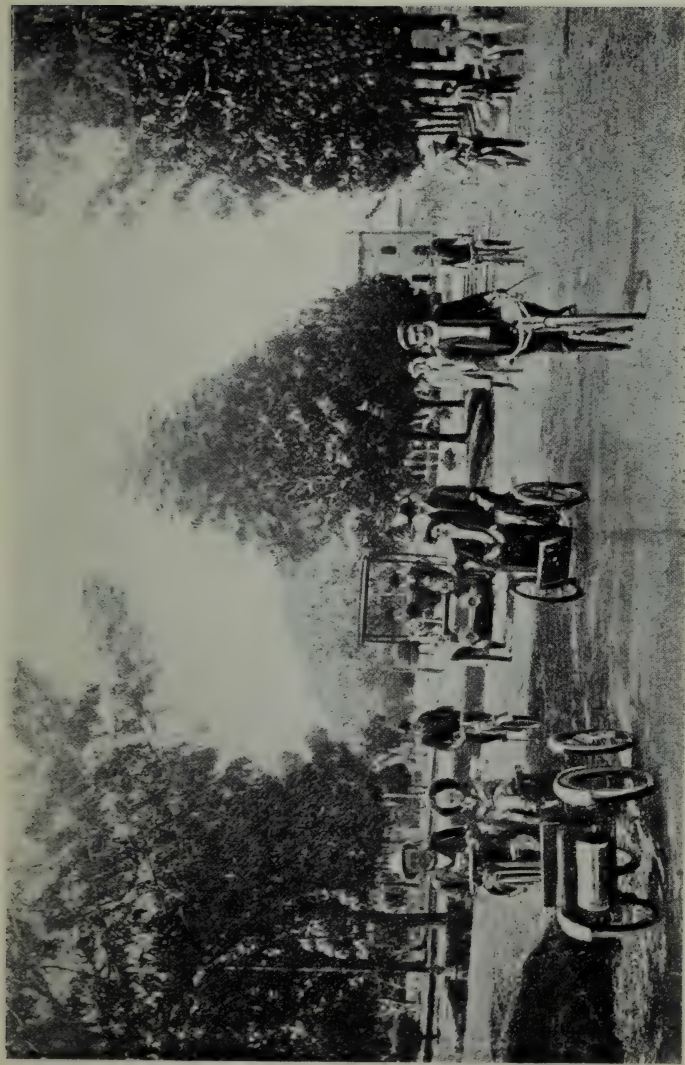
The capital is GUATEMALA CITY, which, in point of civilization and modern progress, is a long way ahead of any other town in the country. It is crossed by tramways, lighted by electricity, and has a good telephone service. There are many fine parks, squares, and boulevards, also theatres, libraries, churches, hospitals, and all the other buildings necessary to make up a modern city. Among the most notable of these are the Presidential Palace, the Cathedral, the Law Courts, the National Theatre, the Artillery Barracks, and Fort San José.

The finest promenades are the Avenida de Minerva, and the Avenida Reforma, which are broad, well-paved thoroughfares, prettily laid out with trees, and adorned with statues and handsomely carved fountains and kiosks. Facing the former avenue is the Temple of Minerva, a magnificent building of classic architecture, which is used during the fêtes of Minerva. The two other most important boulevards are the Paseo de la Reforma and the Avenida del Hipodrómo, which leads to the race-course.

The capital possesses several good hotels, among which must be mentioned the Grand, Continental, Victoria, United States, and the Europe. Six banks have branches in the city, and there are several money exchanges.



FIESTAS DE MINERVA, GUATEMALA



PASEO LA REFORMA, GUATEMALA CITY

RAILWAY SYSTEM

Guatemala City lies nearly 4,900 feet above sea-level, and is connected by railway with the port of San José on the Pacific, and Puerto Barrios on the Atlantic. The former line is 74 miles long, and the latter 125 miles, the journey occupying about five hours and twelve hours respectively.

This transcontinental line should prove a powerful stimulus to the commerce of the country, as it completely crosses the Guatemalan territory, and shortens the journey from the Atlantic to the Pacific very considerably.

The journey across the Republic affords many fine views of forest and mountain scenery. The line traverses the three zones. Leaving the coast at Puerto Barrios the track winds for many miles through dense tropical forests. In the dark recesses of these jungles, where the sun never penetrates, or on the highest branches of the giant trees, may occasionally be seen the famous Quetzal—a bird of brilliant red and green plumage, which has been adopted as the national emblem of the Republic. When some miles of the journey have been accomplished, the surrounding country gradually assumes a changed appearance; the forests give place to large and numerous banana plantations and orange groves, then the line rises over the low foot hills of the Cordillera, and planta-

tions of cocoa, coffee, limes, and lemons come into view. With every mile the country becomes more mountainous until, at last, the heights are reached, and the traveller, in about six hours, has been transported from the damp, tropical heat of the coast to the cold and almost frosty atmosphere of the mountains. A few miles further and the great, sunlit plain of the central tableland is entered upon, and the first stage of the journey from ocean to ocean is completed. After leaving Guatemala City for Port San José, the train runs through the picturesque rural suburbs of the capital, and then skirts the shores of Lake Amátitlan, where some of the most beautiful views in the whole of Central America may be obtained. When the lowlands of the south-west coast are reached, the vegetation again changes, as if by magic; the pine trees and rose bushes disappear, and the great cactus and many varieties of palm take their place. As the blue waters of the Pacific, often shrouded in a hot haze, come into view, the traveller realizes that he is once again in a tropical region.

The promotion of this railway was principally due to the energy and determined policy of President Estrada Cabrera; and its accomplishment has, undoubtedly, opened a new era for the Republic of Guatemala. It is noteworthy that nearly all the railways of this country have been built on a premeditated plan so as to form a network of communication, with the Transcontinental road as the main trunk. The lines at present in operation or exploitation are as follows:

Central Railway of Guatemala and

Branches	130 miles
Ocós Railway	30 "
Western „	42 „
Verapaz „	28 „
Northern „	195 „
<hr/>	
Total	425 miles
<hr/>	

All the most important towns are connected with the capital and the sea-coasts by these well-planned lines. The roads projected and those in course of construction will, within a year or two, bring the total length of the railway net up to nearly 1,000 miles.

A junction is shortly to be effected with the Pan-American Railway, which has already reached the Guatemalan frontier from Mexico, and before many months it will be possible to go by this route from any part of the Republic overland to New York or Canada.

CENTRAL AMERICAN INTERNATIONAL BUREAU

The result of the conference held some years ago at Washington by the five Republics of Guatemala, San Salvador, Honduras, Nicaragua, and Costa Rica was the establishment at Cartago (Costa Rica) of an International Court of Arbitration, which has now been at work for some considerable time. It was also decided at this Conference to found a Central American International Bureau in Guatemala City. This very important

institution was inaugurated on the 15th of September 1908 by President Estrada Cabrera, the Delegates of the five Republics, and the Diplomatic Corps.

In order that the importance of this enterprise may be realized, it is sufficient to quote the objects for which this Bureau was formed. They are as follows:

- (1) The peaceful reorganization of the Central American Union.¹
- (2) The introduction of a Central American system of education, which shall be popular, pacific, and up to date.
- (3) The development and extension of the home and foreign trade of Central America.
- (4) The increase and development of agriculture, and of the industries which may be of benefit to each State.
- (5) The reform and uniformity of civil, commercial, and penal law, recognizing as fundamental principles the inviolability of life, the respect of property, and the rights of persons.
- (6) The reform and uniformity of the customs service, and of the monetary system, in order to secure a fixed rate of exchange.

¹ Many years ago the five Republics of the Isthmus formed a federation under the title of "The Republic of the United States of Central America." One of the main objects of this Bureau is to re-establish this Union, thus creating one great nation from the several Republics—following the example of the United States of North America and the United States of Brazil.

- (7) Sanitation in general, and in particular at the ports.
- (8) The improvement of Central American credit.
- (9) A uniform system of weights and measures.
- (10) The placing of real estate on a firm and inviolable basis, in order that it may serve as a foundation for credit and permit of the establishment of mortgage banks.

If this important mission receives the cordial support of the five governments, as it certainly should do, and is worked with patriotism to the Union and intelligence, there should evolve from these republics one powerful nation.

Guatemala ratified the Convention regarding the Universal Postal Union in 1904 at Washington. The Ministry of Foreign Affairs is therefore enabled to enter into full postal treaties with all countries of the world. It is also a signatory power to the Geneva (Red Cross) Convention and the Maritime Convention of the Hague.

NATURAL PRODUCTS

The diversity of climate in Guatemala, owing to the differences in altitude of the various zones, enables almost every kind of fruit and vegetable to be cultivated with success, and the exuberant vegetation is as varied as it is abundant. Almost anything that will grow in tropical, semi-tropical, or temperate climates, can be produced in Guatemala. The great staples of the country are coffee,

sugar, cocoa, rubber, and all kinds of tropical fruits. Increasing attention is now being paid to the cultivation of tobacco, wheat, rice, and textile plants. The areas at present under cultivation are approximately: Coffee, 72,240 hectares; maize, 96,600; sugar-cane, 33,600; banana, 14,700; beans, 8,400; cocoa, 6,300; cereals, 4,200; cattle-breeding estates, 357,000.

Agriculture is the chief industry of the Republic, and it engages more than 70 per cent. of the capital and labour. In almost every region of the country artificial fertilizers or irrigation are quite unnecessary. In the tropical zones of the coast, two, or even three, crops of the same product can be obtained in the year. The principal exports are coffee, sugar, bananas, hides, rubber, medicinal plants, and fruit.

MINING PROSPECTS

Although Guatemala is *par excellence* an agricultural country, it bids fair to take an important place among the mineral producing states. As an example of the prosperity of the mining industry may be mentioned the San Pantaleon mine, which in twenty years yielded a profit of some 40,000,000 gold dollars. The Bananche, Las Vacas, and La Costa del Oro mines are all gold-bearing; and veins of copper, silver, tin, lead, coal, and iron are known to exist in the mountainous regions. Considerably over one thousand claims have been registered. A new mining code has recently been enacted.

MANUFACTURES

The chief manufactures of the country are sun-hats, cigars and cigarettes, brandy, leather goods, pottery, boots, woollen goods, and furniture.

Manufacturers desiring to establish outposts in Guatemala should experience but little difficulty in teaching the natives—for it is the natives who are mostly engaged in the manufacturing industries—to use special machinery, as they are both intelligent and docile. The opening of new factories, or the importation of modern requisites suited to the peculiar tastes of the inhabitants, should now prove exceptionally successful, as the increase in the population and the progress made in the education of the masses ensure an ever-increasing demand for the latest products of Western civilization. The opening of the Trans-continental Railway will also increase commercial activity and facilitate the establishment of new industries.

In many of the north-eastern departments foreign companies are now exploiting the forests which abound in rubber-bearing trees. European capitalists and settlers may obtain many valuable concessions from the Government in this and other regions.

IMPORTS

The imports consist of foreign manufactures of all sorts, which come from the following countries in the order given: The United States, Germany,

England, France, Italy, Spain, and Belgium. It will be seen that in the import and export trade of Guatemala England holds but the third place, whereas in many of the South American countries she is at the head, or at least second, on the list.

If the capitalists and manufacturers of this country will only use their powerful efforts, and look with a more friendly eye upon the struggles of a young country, predominance in this promising market could be won for England in the same manner as it has already been won in so many of the other countries of the New World.

CONCLUSION

THE great continent of America was first discovered by Columbus, Pinzon, Cabral, and a few other adventurers from across the sea. England and France made the nations of the North; but to Spain and Portugal belongs the honour of having laid the foundation of those coming nations of the South, which they lost, however, through the incompetence of those they sent to administer their new possessions.

Then came the transitory period of civil war through which nearly every new country must pass before stable government can be effected. During these dark days some states won their complete independence, and others lost portions of their territory. Among the former may be mentioned Uruguay, which, through the bravery of the famous "Thirty-three," several times in succession threw off the yoke of her more powerful neighbours; and Guatemala, which on the field of battle freed herself from the suzerainty of Mexico, while the less fortunate, though not less gallant States include Paraguay, which held out for years against the combined forces of three great antagonists, but was eventually compelled to relinquish all claims to certain rich provinces; likewise Peru and Bolivia, which have both suffered territorial losses.

The twentieth century, however, sees the second stage in the making of these nations. Beginning at the North, our own splendid colonies have formed a powerful and lasting combination under the title of the Dominion of Canada. This magnificent country for British emigrants possesses all that goes to make up a great nation, including the hearty support of the greatest Empire of the world; the United States has fought out its grievances, and is now one homogeneous and powerful nation; Central America, as will have already been seen, has proclaimed her intention of forming an important Union; South America is divided into huge countries the size and natural riches of which ensure for them a great and glorious future.

That which has made the North has also been mainly responsible for the rapid development of the South and Centre; for it is the seven hundred millions of money from England and her dominions beyond the seas which have financed and laid the foundation of the now rapidly growing countries of South and Central America. Thanks to the pioneers of British enterprise, English is spoken by all the governing classes.

So strong has England's position in South America become that these countries now look to her whenever they require financial help or counsel; and when they receive it, as has hitherto nearly always been the case, they are willing to give much in return; other nations are at liberty to participate, and do so with ever-increasing eagerness; but it is mainly to the British Empire and

the United States that these young countries look for support. Their warships, railways, water-works, tramways, and all other public services are the highly satisfactory results of capital supplied from the vast store of the United Kingdom.

There are people, no doubt, who will say "all that money would be better spent at home!" Let these remember the emphatic statement of a great politician: "No nation can live alone, separated from its neighbours."

The question has often been asked whether the United States and South, as well as Central, America will ever join hands. This is scarcely likely, as the differences of language, life, and customs form an almost insurmountable barrier to this combination; but that the ties of fellowship will eventually grow stronger barely admits of question. The joining of New York to Central and South America by the Pan-American Railway; the cutting of the Panama Canal; the opening of bureaus for South American intelligence in Washington City; the Monroe Doctrine and the hundred and one schemes on foot for the mutual benefit of all the nations of the continent, show clearly the trend of events in this direction.

In fairness should be mentioned here the three factors which, in certain respects, are detrimental to the commercial progress of the great States of South America. These are, first, the repeated increases in the import duties, and the imposition of certain new export duties, in several of the countries; it may be stated, however, that

any further increases of importance are now very unlikely. Secondly, the misleading statements made from time to time that South America offers the best field for British emigrants, even when they possess absolutely no capital. This is certainly not the case, for reasons which it is unnecessary to repeat here as they have already been given in the preface; and, thirdly, the misconception which, unfortunately, still exists with many otherwise well-informed people that the Governments of these States are unstable, and that their armies, navies, and police forces could not be relied upon in the event of either internal or external trouble or emergency. This is an altogether erroneous impression, based in many instances on want of accurate knowledge of the political conditions governing these countries, and of the temperament of the citizens composing them. It is, however, beyond the scope of this book to enter into details of the intricacies of the politics and administrative finance of the many states treated; it is sufficient to point to the comparatively high quotations at which the bonds of the various countries now stand on the Stock Exchanges of Europe and America; the methodical increase of the naval and military services; the absence during recent years of grave political disturbances; the peaceful settlements which have now been arrived at regarding nearly all the important boundary disputes, and arbitration in most cases where questions affecting frontier rights have arisen. This should be sufficient proof that these young nations are now reasonably con-

tented in political spirit, stable in government, and mostly in finance.

While writing these lines the information comes to hand that the boundary dispute between Peru and Ecuador has been submitted to arbitration.

Having now briefly reviewed the prospective position of the countries about which this work is concerned, it remains only to add that Great Britain is, at present, financially supreme in this promising field, and all those who have her welfare at heart will wish her long to remain so.

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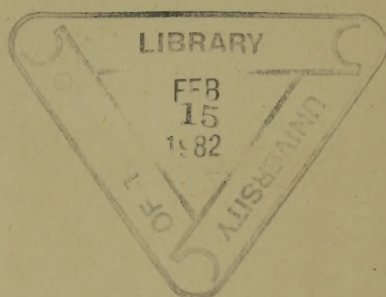
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